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Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, September 19, 1868.

Baltimore and Ohio Railroad.

The regular monthly meeting of the directors of this company was held in Baltimore on the 9th inst. J. W. Garrett, Esq., President in the chair.

In connection with the report of the committee of finance in reference to the Pittsburg and Connellsville Railroad Company, the President stated that the two millions of dollars of the first mortgage bonds of that company required to be taken in order to make effective the ordinance adopted by the city councils of Baltimore had been subscribed for, and that arrangements had been perfected by that company for the rapid prosecution of the heavy work upon their line. The bonds are first mortgage bearing seven per cent. interest, and have been disposed of at the uniform rate of 90 per cent. with accrued interest. The superior character of the investment has been shown by the capitalists of Baltimore, Pittsburg, Cumberland and Frederick generally subscribing promptly and largely for these bonds. The prospect is favorable that the remainder of the bonds will be negotiated in advance of the requirements of the company for the purposes of rapid construction.

A correspondence with the North German

Lloyds was submitted, in which it was stated that that company had determined to place upon the line betwixt Baltimore and Bremen, not later than April next, two additional first class iron steamers of somewhat larger dimensions than the Baltimore and Bremen, with all the latest improvements. These steamers are now being constructed by the eminent builder Laird upon the Clyde. A communication from President Garrett to President Meier in connection with the proposed increased facilities stated "that the marked success of the line from its commencement is very gratifying, but does not exceed our expectations. The immense facilities of the Baltimore and Ohio Railroad Company combined with the palpable geographical advantages of Baltimore and its railways and connections must lead as soon as these great economies and facilities are properly understood and appreciated in Europe to a permanent transfer of a large portion of the business for the West from New York to Baltimore. The careful management of the interests of the line which distinguishes your administration and which your skill and experience insure, combined with the advantages of the route, cannot fail at an early day to lead, we trust, to the use of eight steamers between Baltimore and Bremen instead of four as you now contemplate. The line is growing daily throughout our country in popularity, strength and reputation."

After the usual routine business the President addressed the board as follows:

Gentlemen:—In consequence of a quorum not being present at the meeting in August, the chair had not the opportunity of making a statement to the board in reference to the serious damage which occurred upon the line during the preceding month. As very exaggerated and absurd statements were published, chiefly, however, at other points than Baltimore, it is proper that the facts connected with the freshet should be submitted. During the thirty-six years since the line between Baltimore and the Monocacy River has been constructed, no freshets or difficulties upon the Patapsco or the waters in the vicinity have occurred to affect the working of the road to any serious extent, except in a single instance. In that case, in 1866, a freshet occurred of unusual severity, by which the bridge at Ilchester was swept off, and some detention of trains ensued. The entire loss, however, to the company on that occasion, in connection with the structures

upon the road, did not exceed \$20,000. In the recent case the region affected by the flood embraced a distance of thirty seven miles of the Main Stem, viz: from Ilchester to Monrovia. You will observe, therefore, that no damage resulted to the company from the condition of the Monocacy River, and that the Potomac was not affected. The whole loss and interference with the line arose from the condition of the Patapsco and its affluents. Whilst the damage was undoubtedly great, yet by the thorough and accurate report from the road department it is found that the full estimate of the entire losses upon the line, including the restoration of the embankments, bridges, culverts, and all other structures, not only to the condition in which the road was prior to the flood, but to a condition materially improved, will amount to \$142,460, instead of the two or three millions of dollars as alleged by parties who apparently have other than public interests to subserve. The damage did not prove to be without compensation, or to involve much absolute loss. On the contrary, as the road was interrupted so as to prevent the passage of trains for twelve days, the company took advantage of the opportunity to make large and important improvements upon the line. In five cases of magnitude and special importance, the most difficult curves upon the Patapsco have been relieved and the line so straightened as to add materially to economy and facility in working. Advantage was taken of the opportunity to effect desirable changes afforded by the cessation of running of trains, and wherever experience showed that curvatures, etc., could be improved, the necessary cost was incurred to secure such permanent benefits. Three iron bridges were lost, viz., one at Ilchester and two at Elysaville. The Ilchester bridge was new, having been erected within the past twelve months, and was a superior structure. The chief cost in restoring it is in replacing that part of the masonry swept out. The material of the bridge was but slightly damaged. The cost of this structure, with the masonry enlarged and strengthened, will not exceed \$13,000.

The board will remember that the line was straightened at Elysaville, by crossing the stream twice at that point, instead of pursuing the original route. The bridges erected for that purpose were those swept off, and were the last of those first erected by the company when the locomotives and trains were of much less weight than at present. It was contemplated to substitute at an early period for those the modern and heavy bridges now used, with all improvements. These bridges, therefore, will not be restored, but in their stead new and still stronger bridges of the very best class will be erected. The cost of the new structures, after the deduction of the value of the material recovered, will be \$60,000. At

that point absolute safety exists in running the trains, as, to meet immediate requirements, the former line has been restored.

The chair feels assured that it will gratify the board and the community to learn the untruthfulness of the statements published regarding a vast decrease in revenue.

The company urged the use of the road and branches during the period that the through trains ceased to run to meet and to anticipate all local requirements for fuel, timber, &c. The course desired was generally adopted. The results are such that the difference in revenue will be much less than was expected.

For July, 1867, the aggregate revenue of the road and branches was \$812,371 04. For the same month in 1868, \$770,698 29. In August, 1867, the aggregate revenue was \$810,616 92, and in August, 1868, \$782,092 57, making the aggregate difference for the two months of but \$70,197 10. Thus the entire difference in the revenue, combined with the cost of the restoration and marked improvement of the line and bridges, will be less than \$213,000, a result that makes quite ridiculous the assertion uttered by rival and adverse interests that the Baltimore and Ohio Company would be compelled to abandon its line on the Patapsco.

The history of American railways shows that no important line can present a better comparative result than that, in thirty-six years, the entire losses arising from high water should be so limited.

It is, therefore, in the judgment of the chair, clear that those parties upon the line of the road who have invested largely, who have built mills and factories and other costly improvements, need have no apprehension that the present road will be ever abandoned; on the contrary, increased facilities will be afforded and additional arrangements made to attract capital to continue and to increase the use of the magnificent water power of the Patapsco. Certainly the embarrassments caused by two such freshets in upwards of forty years, are not sufficient to justify the abandonment of the vast advantages of so valuable a stream.

It has been stated that the Baltimore and Ohio Company would not only be compelled to abandon this line, but that it would adopt a materially different line for its general business. The fact is, by comparison for the series of years, the Baltimore and Ohio Company presents a route subject to as little interruption, and with as many advantages, as any line upon the continent.

But, gentlemen, there is such a future before the Baltimore and Ohio Company and the city of Baltimore—such a present, indeed—pressing its vast business upon the road, that it becomes wise and proper to anticipate a state of things that may require not a double track only for the approaches to Baltimore, but probably four tracks—and that contingency is the more probable with the rapidly improving relations of the company through the Orange, Alexandria and Manassas road, and through the Valley of the Virginia with the South; through the Parkersburg Branch with the Southwest; through the Central Ohio with the Central West; through the Pittsburg and Connellsville road with the Northwest, and through the Washington County road with the Cumberland Valley of Pennsylvania.

Not in connection with the freshets on the Patapsco, but prior to that event, with a comprehensive view of these great interests, and the probable early requirements of increased facilities upon a road constantly becoming more national and important in its character and connections, it was deemed judicious to detail a corps of engineers to examine a line which would open an additional section of our own State, and which would furnish a second double track when required to Baltimore.

During the past season a route which would branch from the Metropolitan line near Gaithersburg, and extend to Laurel, has been examined. It has been ascertained that this route will be about four miles shorter to Baltimore, and that it

affords other advantages. It may, therefore, become the policy of the company, when more urgent and pressing enterprises are accomplished, and as the traffic develops, to build that line as an additional route for the vast business between the South, Southwest, West, and Northwest and Baltimore.

The work upon the heaviest sections of the Metropolitan Branch, in accordance with the fixed policy of this company, is progressing satisfactorily. As soon as the more difficult work is in a sufficient state of forwardness to enable the company, by throwing a suitable force upon those portions of that line, which will require a relatively brief time to construct, the entire work will be prosecuted to completion as rapidly as it can be judiciously effected.

The President has deemed these remarks due to the gravity of the subjects, to the importance of a correct knowledge regarding the policy of the company at different points at a distance from Baltimore, and to correct the misrepresentations that have been made, as well as for the relief of property holders and others who have expressed anxiety as to an alleged change of policy—such as would involve them in great losses.

The report of the road department, to the 31st of August ultimo, regarding arching the tunnels on the Parkersburg Branch, shows that there are now employed at that work 1,058 men, that 787 feet were arched during the month of August, and that of 17,986 feet, the entire length of the twenty-three tunnels, 16,330 feet are now completed, leaving to be finished but 1,656 feet—about double the quantity that was completed during the last month. This statement exhibits the fact that the large expenditure for construction on that road of about \$50,000 per month will soon cease, and that that great, direct and valuable line will soon become effective and reliable.

Heretofore the company could not invite travel upon that branch because of occasional difficulties in the tunnels, which delayed trains. It was wise, therefore, to meet the requirements of the public interests by expending the million dollars requisite to arch these tunnels. Twenty of the twenty-three tunnels on that road are now practically completed.

The bridge work in the Ohio River, during the period of low water, has progressed rapidly and satisfactorily. It is the design of the company to complete and open these bridges, if practicable, for the business of the fall of the next year—1869. It is due to the master of road, Mr. John L. Wilson, and the officers and men of this department, to state that during the recent calamity they exhibited an energy, skill and effectiveness which were not surpassed even by their great and successful efforts in reconstructing the road when destroyed during the war. The work accomplished embraced a certain degree of danger also.

The chair feels it proper to thus recognize the persistent determination and thorough devotion to the interests of the company so effectively displayed in restoring to the public our great avenue of commerce in so brief a period.

The business upon the road at present is enormous. The immense power of the company is taxed to meet the great pressure upon the line. The crops throughout the entire regions penetrated by and connected with the road are heavy, and the traffic promises throughout the season to be continuously great. The entire equipment for the coal trade is being used to its utmost capacity, and the pressure for this article promises to continue during the fall.

The revenue for September, 1867, was \$908,047 53, and although the rates for coal and much other heavy business are very low, and indeed scarcely remunerative, yet, with the general increase in the business upon the main stem and branches, it is expected that the revenue, compared with the same month of the preceding year, will be exceeded.

Large numbers of the description of cars required have been added, and the machinery and road are in improved and superior condition. No

effort has been spared in view of the character of the harvests and the large requirements of trade, especially in transporting the vast increase of goods directly imported from foreign ports into Baltimore—to accomplish an aggregate of business greater than has ever been done in any preceding season.

S. W. Hopkins & Co.

The attention of railroad companies and contractors is invited to the advertisement of this firm in another column. Having superior facilities for executing orders at manufacturers prices for all descriptions of American and foreign railroad iron, they are always in a position to furnish all sizes, patterns and weight of rail for both steam and horse roads, and in any quantities desired, either for immediate or remote delivery, at any port in the United States or Canada, at the lowest market prices. They are also prepared to supply Bessemer Steel Rails, of American and foreign manufacture, of any pattern and weight. They will also, when desired, contract to supply roads with their monthly or yearly requirements of rails, taking in exchange their old rails, and allowing the highest market price therefor. Orders for foreign rails taken for transmission by mail or through the cable to their London house. Address S. W. HOPKINS & Co., 69 and 71 Broadway, N. Y., or 58 Old Broad st., London.

North Carolina Railroad.

The gross earnings of this road for the years ending May 31, 1867 and 1868, compare as follows:

	1867.	1868.
From passengers.....	\$201,761 82	\$172,774 83
" freight	301,990 37	344,359 28
" mails.....	14,866 66	16,725 00
Total	\$518,558 85	\$533,859 11
The expenditures for the same years were—		
Old	\$244,323 49	\$97,130 79
New	446,182 84	411,395 64
Total	\$690,456 33	\$508,526 43

Excess of expenditure, \$171,897 48
Excess of earnings..... \$25,322 68

In expenses, the word "old" means interest on old debts and debts made and not entered on the book previous to each fiscal year. The word "new" means actual current expenses. Of the above "old," for the fiscal year 1867-'68, \$44,694 42 is for interest, and \$52,486 37 for other debts. Excluding the "old" entries, the net earnings would be for 1866-'67 \$72,426 01, and for 1867-'68, \$122,468 47 respectively.

Of the current expenditures for 1867-'68, (\$411,395 64), the following are regarded as extraordinary:

New railroad iron, 1,073 tons	\$90,515 68
Buildings and bridges	17,796 58
Three 1st class passenger cars	12,000 00
One mail car	1,800 00
Cost of completing new locomotives..	8,111 15
Thirteen new box and six flat cars ..	8,900 00
Twenty flat cars and trucks framed..	3,600 00

Total.....\$142,623 86
—leaving the actual current expenses for the year at \$268,623 86, and the actual net earnings at \$265,235 75, an amount sufficient to pay the interest on the bonded debt and a dividend of 5½ per cent. on the capital stock.

As appears from the above statement the gross earnings of the road for 1867-'68, as compared

with those of the previous year, show an increase in the aggregate of \$15,290 26. This may be regarded as a good result when taken in connection with the fact that the tariffs, local and through alike, were reduced from 20 to 40 per centum in the latter year.

The transportation account for 1867-'68 shows as follows: passengers—through 1,776 and local 79,286, total 81,062, or 12,390 over previous year. The tonnage for the same year is as follows:

Through freight—Tons.
Sent out via W. & W. R.R. to Portsmouth. 8,192
Received via W. & W. R.R. from Portsmouth 9,211
Sent out via R. & G. R. R. to Portsmouth. 5,366
Received via R. & G. R. R. from Portsmouth 4,345

Total to and from Portsmouth. 27,116
Through freight carried to all points. 43,155
Local freight east and west. 22,679

Grand total, east and west. 65,834
The equipment of the road consists of 24 locomotives, 8 first-class and 10 second-class passenger cars, 8 baggage, 5 mail, 139 box and 176 flat cars. The total mileage of engines during the year has been 350,960.

The general income accounts for the years 1866-'67 and 1867-'68 compare as follows:

	1866-'67.	1867-'68.
Earnings, as above	\$518,558 85	\$583,859 11
Old iron sold	46,936 02	32,562 82
Other property	13,888 82	1,423 87
Rents	5,865 70	5,711 73
Shop account	5,363 70	3,227 14
Interest	1,153 98	1,153 98
Mileage of cars	4,080 92	4,080 92
Miscellaneous	7,635 91	3,391 52

Total receipts. \$598,199 00 \$585,411 09

Expenditures, viz:

	1866-'67.	1867-'68.
Transportation	\$130,389 65	\$117,308 32
Maintenance of road	124,408 23	118,165 76
Maintenance of motive power	122,391 55	75,293 62
Salary account	30,280 95	30,280 95
Loss and damage	28,421 00	1,769 67
Supply account	21,735 40	8,507 19
Rent of cars & engines	6,576 82	6,576 82
Tax account	9,811 38	378 85
Interest account	54,573 73	49,059 40
Maintenance of buildings	28,668 76	5,395 48
Maintenance of bridges	23,774 91	13,451 08
Purchase of R. R. iron	92,850 75	113,522 29
New engines and cars	16,623 20	16,623 20
Incidentals	5,674 77	5,674 77

Total expenditures. \$690,456 83 \$508,526 43

Excess of expenditures \$92,257 33

Excess of receipts \$76,884 66

Included in the expenditures were "old" as follows. 244,323 49 97,130 79

Excess of rec'pts over "new" or current expenses \$152,066 16 \$174,015 45

The following is a condensed exhibit of the fiscal business of the company for the years ending May 31, 1867 and 1868:

	1867.	1868.
Assets on hand at commencement of year	\$445,579 11	\$69,834 94
Old debt collected	405 06	476 47
Real estate sold	150 00	150 00
Claims passed to profit and loss	24,820 24	28,624 86
Receipts as above	598,199 00	585,411 09
Increased liabilities	27,401 67	27,401 67

Total. \$1,096,405 97 \$684,497 36

	1867.	1868.
Expenses as above	\$690,456 83	\$508,526 43
Counterfeit money to profit and loss	10 00	10 00
Old construct'n account	2,381 35	2,381 35
Right of way	1,000 00	1,000 00
Old debts passed to profit and loss	246,565 51	246,565 51
Balance on cotton account passed to profit and loss	86,166 94	86,166 94
Assets, as per general ledger	69,834 94	62,264 11
Decrease of liabilities	113,696 82	113,696 82
Total	\$1,096,405 97	\$684,497 36

The financial condition of the company as of May 31, 1867 and 1868, is thus stated in the general ledger balances:

	1867.	1868.
Capital stock	\$4,000,000 00	\$4,000,000 00
8 p. ct. loan due Mar. 1, 1867	339,000 00	144,000 00
Interest due on same	19,820 00	4,860 00
8 p. c. mort. loan due Nov. 1, 1872	142,500 00	142,500 00
Interest due on same	40 00	40 00
8 p. c. mort. loan due Nov. 1, 1877	146,500 00	146,500 00
Interest due on same	20 00	20 00
Temporary loans at 8 p. c. on demand	172,639 00	12,676 53
Bills payable	20,774 25	20,992 12
Due on dividends	919 00	898 00
Due other companies	10,126 56	9,209 80
Due on individual accounts	16,807 88	40,078 69
Due on pay-rolls	31,701 68	14,432 73
Due for negro hire 1864 and 1866	79,743 67	43,927 00
U. S. income tax retained	2,999 70	2,999 70
Profit and loss	596,608 82	732,834 87

	1867.	1868.
Total stock and liabilities	\$5,290,435 06	\$5,312,969 79
Road, equipment and real estate	\$4,950,755 68	\$4,950,605 68
Sinking fund	204,000 00	204,000 00
Stock of Chatham R. Co.	44,444 44	74,700 00
Stock of N. Car. R.R. Co.	21,400 00	21,400 00
Due from station agts	8,646 41	5,226 52
Due from other companies	10,243 26	5,195 99
Due from individuals	15,223 96	13,796 69
Due from frgt charges	1,717 77	2,106 44
Due from U. States	4,155 00	14,371 09
Due from U. S. Post Office dept	2,787 50	2,787 50
Bills receivable	6,357 37	5,610 55
Due from Southern Express Co.	2,076 49	600 10
Cash on hand	18,627 15	12,569 23

Total property and resources \$5,290,435 06 \$5,312,969 79
The debt reported to the stockholders at their annual meeting in 1867 amounted to \$693,831 74
Add debt arising on confederate transactions for iron, damages in burning cotton, interest, &c., not then fully ascertained. 97,130 79

Present debt of the company \$790,962 53 580,134 92

Reduction of debt in 1867-'8. \$210,827 61
Most of the funded debt due May 31, 1867, and temporary loans have been funded in the new 8 per cent. 5 and 10 years' bonds of November 1, 1867. The total amount of these bonds provided for in the mortgage is \$1,500,000 but of these only \$800,000 are authorized to be issued without the express sanction of the stockholders in general.

meeting. The issue will be made in four series running respectively 5, 10, 15 and 20 years from date. After taking up the outstanding overdue bonds and interest, and the balance of the temporary loans, the remainder of the \$800,000 ordered for issue will be applied to new works and the improvement of the property.

The president states the profits of the year 1867-'8 as follows:

Receipts from all sources	\$585,411 09
Expenses of operating the road	268,772 28

Net profit over operating expenses .. \$316,638 81

Net profits over ordinary and extraordinary expenses \$174,015 45

In view of this favorable result of the year's business the board of directors at their meeting in July last, resolved that a dividend of six per cent, upon the capital stock of the company be declared payable at the company's office on the 1st October in mortgage bonds (as above described) running 15 and 20 years, or in scrip convertible into said bonds when presented in sums of five hundred dollars.

The names of the present officers of the company are as follows:

President.—W. A. SMITH.
Superintendent.—ALBERT JOHNSON.
Treasurer.—G. M. LEA.
Secretary.—F. A. STAGG.

Pittsburg, Ft. Wayne & Chicago Railway.

The following is a statement of the approximate earnings and expenses of this company during the month of August, as compared with the same period of the year 1867:

	1868.	1867.
From freight	\$410,729 71	\$374,449 24
" passengers	216,391 81	204,144 81
" express matter	10,257 00	8,550 68
" mail	7,825 00	7,825 00
" rent of railway	7,083 33	7,083 33
" miscellaneous	1,000 00	4,164 50

Total \$653,286 85 \$606,217 62
Expenses 395,630 18 388,172 00

Net earnings \$257,656 67 \$218,045 62

This shows an increase in earnings of \$47,069 23; with an increase in expenses of \$7,458 18—making the increase in net earnings, \$39,611 05.

The earnings and expenses, from January 1 to August 31, compare as follows:

	1868.	1867.
Earnings	\$5,007,372 97	\$4,523,963 63
Expenses	3,176,789 89	3,212,999 64

Net earnings \$1,830,583 08 \$1,310,963 99

This shows an increase in earnings of \$483,409 34; with a decrease in expenses of \$36,209 75—making the increase in net earnings, \$518,619 09.

New Hampshire Central Railroad.

This company was organized at Centre Harbor, N. H., on the 8th inst., by the election of the following board of directors: Hon. O. F. Fowler of Bristol, Wm. Dyer of New Hampton, John W. Beede of Meredith, Dr. W. H. H. Mason of Moultonboro', William M. Weed of Sandwich, Hon. Larkin D. Mason of Tamworth, and Henry J. Banks of West Ossipee. At a subsequent meeting of the Directors, Hon. O. F. Fowler was elected President; S. K. Mason of Bristol, Clerk, and Cyrus Taylor of Bristol, Treasurer. A public meeting of the friends of this enterprise will be held at West Ossipee on the 22d inst.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western :													
1884	150,715	164,433	166,493	194,992	200,807	265,626	295,512	354,408	401,108	357,228	383,344	328,228	3,225,493
1885	289,445	347,211	432,240	385,048	472,426	410,800	493,882	596,584	541,481	575,446	634,248	576,365	5,826,335
1886	475,641	453,279	385,991	471,621	464,507	493,243	492,898	568,589	533,180	599,670	474,058	383,573	5,696,119
1887	377,852	380,100	490,555	407,018	455,102	383,396	490,550	461,879	483,177	483,917	474,134	360,641	5,167,871
1888	404,467	393,281	408,817	393,654	355,255	359,184	341,266	407,838					
Chicago and Alton :													
1883	109,880	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,599	153,294	1,673,706
1884	100,991	154,418	195,803	162,723	178,786	200,090	224,257	312,155	354,554	320,579	307,803	282,015	2,770,484
1885	280,503	275,283	299,063	265,480	323,278	355,270	335,955	409,251	401,280	357,068	307,919	236,524	3,460,997
1886	226,153	222,241	290,111	269,249	329,851	371,644	321,597	387,269	322,588	260,223	323,080	271,247	2,856,153
1887	347,787	187,832	235,961	282,185	335,510	342,568	354,244	415,982	408,999	426,752	369,102	330,169	3,992,861
1888	269,599	296,496	261,599	270,386	335,510	373,461	405,016	570,365					
Chicago, Rock Island and Pacific :													
1883	140,024	130,225	122,512	128,798	144,995	170,937	139,142	160,306	210,729	214,030	190,435	201,134	1,982,287
1884	158,755	175,482	245,150	185,013	198,679	243,178	224,980	307,874	375,880	324,908	336,617	321,057	3,095,470
1885	305,554	249,331	289,403	196,680	234,612	321,818	244,121	304,231	339,489	307,523	270,773	201,779	3,313,514
1886	241,395	183,385	257,230	209,999	277,596	306,093	278,926	317,977	400,941	478,474	445,028	280,278	3,466,922
1887	292,047	224,621	272,454	268,360	297,625	276,681	297,513	444,024	566,403	599,549	442,775	37,003	3,368,614
1888	308,587	297,464	275,431	285,700	308,891	366,200	323,900	478,600					
Chicago and Northwestern :													
1883	273,376	317,839	390,355	421,383	466,530	565,145	480,710	519,308	699,805	729,759	716,378	693,400	6,111,566
1884	541,005	482,164	499,296	468,558	555,623	747,942	702,651	767,508	946,707	932,682	754,071	647,812	7,976,490
1885	523,569	399,017	523,745	537,519	558,948	926,983	805,524	797,475	1,000,036	1,200,216	1,010,302	712,359	9,299,430
1886	696,117	674,684	766,398	774,279	896,712	89,397	800,325	1,038,824	1,451,284	1,508,583	1,210,387	918,083	11,532,348
1887	741,926	800,787	855,911	1,059,969	1,200,796	1,167,944	1,091,486	1,265,831					
Des Moines Valley :													
1883	40,129	29,102	37,501	39,800	40,458	39,630	41,212	43,590	65,035	80,588	73,140	50,296	580,271
1884	49,694	36,098	56,589	59,196	61,447	55,099	55,683	66,018	71,113	81,676	90,367	91,565	735,006
Erie :													
1883	845,695	830,949	956,445	948,059	848,783	770,143	731,245	687,092	816,801	965,294	1,024,409	1,035,321	10,469,481
1884	984,837	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,095	1,222,568	1,224,909	1,534,217	1,329,423	13,429,417
1885	1,001,007	947,148	1,256,556	1,458,455	1,133,451	1,177,372	1,205,190	1,331,046	1,386,615	1,438,689	1,322,472	1,429,765	16,434,776
1886	1,186,746	1,070,917	1,163,441	1,101,682	1,243,658	1,203,243	1,298,400	1,416,101	1,476,244	1,416,002	1,410,116	1,041,116	14,596,412
1887	906,796	917,639	1,139,523	1,217,143	1,123,140	1,119,731	1,071,312	1,239,024	1,414,745	1,498,715	1,421,881	1,041,618	14,189,300
1888	1,081,320												
Illinois Central :													
1883	290,944	271,085	275,643	280,234	324,687	407,992	343,929	511,305	478,575	496,433	437,679	424,631	4,571,028
1884	327,900	410,583	459,762	422,767	468,373	510,100	423,978	640,179	799,236	661,391	657,141	603,497	6,329,447
1885	671,536	628,972	616,695	615,603	490,573	617,682	678,403	717,489	739,736	641,569	643,987	618,068	7,181,208
1886	603,053	506,295	505,465	411,005	569,250	667,679	496,826	578,263	671,348	661,971	538,219	504,056	6,510,741
1887	647,120	524,871	417,071	440,371	477,027	516,493	526,242	709,327	738,530	623,901	727,810	615,329	7,160,992
1888	672,364	531,224	462,317	538,077	579,600	621,955	676,458	764,138					
Marquette and Cincinnati :													
1883	96,672	87,791	93,763	76,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,068
1884	90,411	85,447	84,361	81,131	96,388	106,373	98,413	106,921	104,866	113,504	112,952	125,302	1,201,239
1885	94,136	78,976	92,910	92,769	90,526	96,535	106,594	114,716	121,217	142,823	132,397	123,583	1,236,971
1886	92,433	81,599	98,432	108,461	99,416	95,924	108,413	126,56					
Michigan Southern & Northern Indiana :													
1883	248,784	230,508	557,227	268,013	264,935	241,235	189,145	238,012	303,106	275,567	332,200	348,048	3,302,345
1884	255,600	304,445	338,454	330,651	267,126	315,258	278,591	358,862	402,219	407,107	443,684	411,806	4,120,152
1885	358,596	366,361	413,974	365,130	351,489	357,095	301,613	418,575	486,306	496,072	531,799	428,727	4,650,319
1886	312,946	277,234	412,715	418,970	384,684	338,838	384,401	429,177	496,455	429,546	352,116	380,084	4,663,808
1887	305,857	311,088	395,372	409,248	357,749	307,963	311,130	434,318	488,338	530,871	429,735	380,084	4,663,808
1888	362,021	338,335	351,497	455,958	400,488	368,560	301,496	439,761					
Michigan Central :													
1883	242,073	245,855	256,432	288,495	236,453	206,221	193,328	215,449	203,168	375,489	339,794	300,186	3,168,065
1884	252,435	278,548	348,302	338,276	271,555	265,780	283,244	346,781	408,445	401,802	405,510	376,470	3,970,946
1885	306,324	279,137	344,225	337,241	401,456	365,683	329,105	413,501	476,611	490,694	447,670	323,770	4,520,560
1886	282,439	265,790	337,158	343,737	365,196	335,083	324,996	359,646	429,151	493,540	414,004	308,659	4,290,115
1887	304,096	283,661	375,210	362,785	335,952	284,977	331,921	393,998	464,778	505,295	412,934	350,373	4,371,078
1888	343,516	304,516	326,580	415,769	369,226	326,511	321,013	392,942					
Milwaukee and St. Paul :													
1883	319,763	240,755	261,113	316,266	401,900	369,356	363,412	350,565	751,738	1,101,771	775,616	438,323	5,683,698
1884	368,487	360,884	338,281	425,623	565,718	458,094	423,247	522,545					
New York Central :													
1883	749,163	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,651	1,041,522	1,045,401	1,167,818	9,993,244
1884	920,272	986,587	1,056,024	1,094,435	1,029,736	1,055,793	1,273,117	1,430,076	1,227,113	1,187,506	1,116,329	1,187,506	11,089,855
1885	921,831	1,038,734	1,056,591	1,246,521	1,132,701	1,162,024	1,395,767	1,524,434	1,529,839	1,486,356	1,477,823	1,175,863	13,857,128
1886	1,086,350	996,837	1,136,745	1,190,491	1,170,415	1,094,533	1,385,461	1,288,911	1,490,729	1,530,518	1,211,108	966,867	14,143,215
1887	901,611	845,563	1,076,773	1,227,286	1,096,781	994,536	1,101,698	1,388,916	1,732,673				
Ohio and Mississippi :													
1883	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,008	346,243	275,950	3,311,077
1884	259,233	234,139	313,914	271,627	290,916	304,463	340,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1885	267,541	246,109	328,216	277,424	283,130	258,925	247,262	305,454	278,701	310,762	302,406	281,613	3,380,538
1886	242,763	279,647	276,447	284,729	282,939	240,135	231,613	312,521	366,371	379,367	336,066	272,068	3,459,319
1887	211,973	219,065	266,905	262,149	204,620	217,982	194,466	287,657					
Philadelphia and Reading :													
1883	192,216	217,161	244,423	258,674	293,996	254,255	288,725	414,707	448,994	463,573	466,587	454,525	4,098,881
1884	335,636	361,334	396,771	429,929	505,517	464,809	511,884	674,486	714,302	815,902	746,955	525,009	6,224,083
1885	436,742	532,786	617,021	669,384	757,178	936,168	111,457	1,170,241	1,125,735	754,551	1,032,149		

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,675,139			Harford and New Haven...100	\$3,000,000	J. A. J. & O.	July '83	Portl., Saco & Portland...100	\$1,500,000	J. & D.	Jun '83
Allegheny Valley...50	1,408,400			Hannibal and St. Joseph...100	1,900,000			Providence & Worcester...100	1,800,000	J. & J.	July '83
Alton and St. Louis...100	125,000	J. A. J. & O.	Oct. '81	Do. do pref. 100	5,253,830			Raleigh and Gaston...100	2,000,000		Jul '83
Atlanta and West Point...100	1,232,200	J. & J.	Jan. '83	Hanover Branch, Pa...50	116,850	M. & N.	May '83	Rensselaer and Saratoga...100	800,000	A. & O.	Apr '83
Atlantic & N. Carolina...100	5,455,225			Housatonic...100	820,000			Richmond and Danville...100	2,000,000		
Atlantic & Gt. Western...50	11,522,150			Do. pref. 100	1,180,000	J. & J.	Jan. '83	Richmond and Petersburg...100	847,000		
Atlantic & St. Lawrence...100	2,494,900	J. & J.	Jul. '82	Hudson River...100	13,937,100	A. & O.	Apr. '83	Rich. Fred. and Potomac...100	1,041,800		
Anaconda and Savannah...100	733,700	J. & J.	Jan. '83	Hazleton...50	1,615,000	May	May '83	Rockport...100	58,400		Nov. '82
Baltimore and Ohio...100	16,187,962	A. & O.	Apr. '83	Huntingden & B'd Top...50	494,350			Rome, Watert. and Ogd. nb...100	2,385,600	J. & J.	July '83
Do. Washington Br...100	2,650,000	A. & O.	Apr. '83	Do. pref. 100	190,750	J. & J.	Jan. '83	Rutland preferred...100	1,000,000	F. & A.	Aug. '83
Baltimore City Passenger...100	670,000			Illinois Central...100	23,885,150	F. & A.	Aug. '83	St. L., Alt. and T. Haute...100	2,800,000		
Bay de Noquet & Marq...100	997,112	A. & O.	Jan. '83	Indianapolis, Cin. & Lafay...100	1,689,900	M. & S.	Sep. '83	St. L., Jack'n. and Chic'o...100	1,469,429	Annual	May '83
Bellevue Line...100	4,420,000	F. & A.	Feb. '83	J. Jefferson, Mad. & Ind...100	2,000,000	J. & J.	Jan. '83	Sandusky and Cincinnati...100	2,088,000		
Belvidere Delaware...100	997,112	F. & A.	Feb. '83	Joliet and Chicago...100	1,500,000	J. A. J. & O.	Apr. '83	Do. pref. 100	898,073	M. & N.	Nov. '82
Berkshire...100	600,000	J. A. J. & O.	Jul. '83	Joliet & North Indiana...100	300,000	J. & J.	Jan. '83	Sand. Mans. and Newark...100	900,000		
Blossburg & Corning...50	250,000	J. & J.	Dec. '82	Lackawanna & Bloomburg...100	1,325,000			Saratoga and Hudson R...100	1,000,000		
Boston and Albany...100	13,725,000	J. & J.	Jul. '83	Leeds and Farmington...100	2,168,000	J. & J.	Jan. '83	Saratoga and Whitehall...100	500,000	A. & O.	Apr. '83
Boston and Chelsea...100	110,000	A. & O.	Apr. '83	Lehigh and Mahanoy...50	6,104,000	M. & N.	May '83	Savannah and Charleston...100	1,000,000		
Boston, Concord & Mont...100	459,000			Lehigh Valley...100	10,734,100	J. A. J. & O.	Jul. '83	Schuylkill and Susquehanna...100	1,269,150		
Do. do pref. 100	1,340,400	M. & N.	May '83	Lehigh Luzerne...100	344,650	J. & J.	Jan. '83	Second and Third St. (Ph.)...50	203,757	J. & J.	Jul. '83
Boston and Lowell...500	1,830,300	J. & D.	Jun. '83	Lexington & Frankfort...100	514,646	M. & N.	Nov. '83	Schuylkill Valley...50	578,050	J. & J.	Jul. '83
Boston and Maine...100	4,076,974	J. & J.	July '83	Little Miami...100	8,572,400	J. & D.	Dec. '83	Seaboard and Norfolk...100	868,200		
Boston and Providence...100	3,860,000	J. & J.	July '83	Little Schuylkill...100	2,648,100	J. & J.	Jan. '83	Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '83
Broadway (Boston)...50	325,000	J. A. J. & O.	Apr. '83	Lomb. & S. nth St. (Ph.)...25	90,070			Shamokin V. and Pottav...50	869,450	F. & A.	Feb. '83
Broadway & 7th Av. (N. Y.)...100	2,100,000	J. & J.	Jul. '83	Long Island...50	8,000,000	F. M. A. N.	Aug. '83	Shore Line...100	60,000	J. & J.	Jan. '83
Brooklyn City...100	1,000,000	F. & A.	Feb. '83	Long Branch & Sea Shore...50	95,194			Sixth Avenue (N. Y.)...100	750,000		Nov. '82
Brooklyn City & New'n...100	39,400			Louis. Cin. and Lex. pr. 100	48,334	J. & J.	Jul. '83	Somerville...100	75,000	M. & N.	May '83
Buff. New York & Erie...100	860,000	M. & N.	May '83	Louisville and Frankfort...50	1,109,593	J. & J.	Jan. '83	South Carolina...100	2,819,275		
Buffalo and State Line...100	2,200,000	F. & A.	Aug. '83	Louisville and Nashville...100	5,500,000	F. & A.	Feb. '83	South Shore...100	258,685		Jul. '83
Cambridge Horse (Boston)...100	7,780,000	A. & O.	Apr. '83	Louisv. N. Alb. & Chicago...100	2,800,000			South Western, Georgia...100	3,203,400	F. & A.	Feb. '83
Camden and Amboy...100	6,841,200	F. & A.	Aug. '83	Lowell and Lawrence...100	200,000	A. & O.	Apr. '83	Southern Mississippi...100	1,000,000		
Camden and Atlantic pref. 50	600,000			Macon and Western...100	1,500,000			Staten Island...100	600,000	J. & J.	Jul. '83
Cape Cod Branch...50	721,928	J. & J.	Jul. '83	Mahanoy & B'd Mount n...50	921,615			Stoney Brook...100	287,300	M. & N.	May '83
Catawissa...50	1,180,000			Maine Central...100	1,600,860			Summit Branch...50	250,400	J. & J.	Jul. '83
Catawissa pref. 50	2,200,000	M. & N.	May '83	Manchester & Lawrence...100	1,000,000	M. & N.	May '83	Syr. Bingham. and N. Y. 100	1,200,100		
Cayuga & Susquehanna...50	589,110			Marietta & Cincinnati...100	2,029,778			Taunton Branch...100	1,500,000	J. & J.	Jul. '83
Central of Georgia...100	4,666,300	J. & J.	Jul. '83	Do. " 1st pref. 50	6,686,185	M. & S.	Sep. '83	Tennessee and Alabama...100	598,992		
Central of New Jersey...100	13,768,000	J. A. J. & O.	Apr. '83	Do. " 2d pref. 50	4,051,744	M. & S.	Sep. '83	Terre Haute and Indiana...50	1,483,150	J. & J.	Jan. '83
Central Ohio...100	400,000	J. & D.	Jun. '83	Do. " 3d pref. 50	6,312,723	M. & S.	Mar. '83	Third Avenue (N. Y.)...100	1,750,000		
Do. pref. 100	400,000	J. & D.	Jun. '83	Memphis and Charleston...100	570,000			Thirtieth and Fif. (Ph.)...50	500,000	J. & J.	Jun. '83
Con. Park N. & E. River...100	970,000			Memphis and Ohio...100	1,250,000	J. & J.	July '83	Tol. Peoria and Warsaw...100	1,650,000		
Charlotte & S. Carolina...100	1,201,000			Metropolitan (Boston)...100	7,502,466	J. & J.	Jul. '83	Do. " 1st pref. 100	1,700,000		
Chemung...100	380,000			Michigan Central...100	11,095,340	Aug. '83		Do. " 2d pref. 100	908,176		
Chesapeake pref. 100	2,017,825	Annual	Jul. '83	Mich. So. and North. Ind...100	1,000,000	F. & A.	Feb. '83	Tol. Wabash and West...100	5,400,000		
Chicago and Alton...100	3,886,643	M. & S.	Sep. '83	Middlesex (Boston)...100	400,000			Do. pref. 50	1,000,000	M. & N.	May '83
Chicago and Alton pref. 100	2,425,576	M. & S.	Sep. '83	Mill Creek and Minchil...50	323,375	J. & J.	July '83	Troy and Boston...100	607,111		
Chicago, Burl. & Quincy...100	12,500,000	M. & S.	Mar. '83	Millville and Glassboro...100	368,200	F. & A.	Aug. '83	Troy and Greenbush...100	274,400	A. & O.	Jun. '83
Chicago and St. Eastern...100	4,390,000			Milw. & Prairie du Chien...100	3,082,000	Annual	Feb. '83	Troy, Salem and Rut'g...100	800,000	A. & O.	Apr. '83
Chicago, Iowa & Nebraska...100	1,000,000			Do. " 1st pref. 100	1,014,000	Annual	Feb. '83	Union Transport'n (Bos.)...100	100,000		
Chicago and Milwaukee...100	2,227,000			Do. " 2d pref. 100	3,217,000	J. & J.	Jan. '83	Union (Phila.)...100	291,475	J. & J.	Jan. '83
Chicago & N. Western...100	13,180,927	June	Jun. '83	Milw. & St. Paul...100	2,927,000	J. & J.	Jan. '83	Utica and Black River...100	834,400	J. & J.	Jan. '83
Do. pref. 100	12,994,719	June	Jun. '83	Do. " pref. 100	3,717,000	J. & J.	Jan. '83	Vermont and Canada...100	2,250,000	J. & D.	Jun. '83
Chicago, R. I. & Pacific...100	14,000,000	Sept.	Sep. '83	M. Hill & Schuyl. Haven...50	3,775,000	J. & J.	Jul. '83	Vermont Central...100	8,000,000		
Cin. Ham. & Dayton...100	3,129,100	M. & N.	May '83	Mobile and Ohio...100	3,693,300			Vermont and Massachusetts...100	2,000,000	J. & J.	Jan. '83
Cincinnati City Passenger...100	1,000,000	J. & J.	Jan. '83	Montgomery & W. Point...100	1,444,104	J. & D.	Dec. '83	Virginia Central...100	3,553,679		
Do. Street...100	1,000,000	J. & J.	Jan. '83	Montrose and Essex...50	5,500,000	F. & A.	Feb. '83	Virginia and Tennessee...100	3,450,000		
Cincinnati and Zanesville...50	1,000,250			Mt. Carbon & Pt. Carbon...50	282,350	J. & J.	Jul. '83	Western Union...100	2,687,287		
Citizens' Passenger (Phil.)...50	192,750	J. & J.	Jul. '83	Nashua and Lowell...100	600,000	M. & N.	May '83	West Jersey...100	731,050		Aug. '83
Clev. Col. Cin. & Ind...100	6,000,000	F. & A.	Aug. '83	Nashville & Chattanooga...100	2,056,544			West Philadelphia...100	249,100	J. & J.	Jan. '83
Cleveland & Mahoning...50	2,044,600	M. & N.	May '83	Naugatuck...100	1,106,000	F. & A.	Aug. '83	Wilm. and Ma. chester...100	1,130,470		
Cleveland, Palmy. & Ashta...100	5,000,000	J. & J.	Jul. '83	New Bedford & Taunton...100	500,000	J. & J.	Jul. '83	Wilm. and Weldon...100	1,240,273		
Cleveland and Pittsburgh...50	5,424,091	J. A. J. & O.	Jul. '83	New Haven & N. London...100	738,588			Worcester and Nashua...75	1,141,000	J. & J.	Jan. '83
Cleveland and Toledo...50	4,841,600	J. & J.	Jul. '83	N. Haven & Northampton...100	1,224,000	J. & J.	Jan. '83				
Col. & Indianapolis Cen...100	4,000,000	J. A. J. & O.	Oct. '83	New Jersey...100	5,000,000	F. & A.	Aug. '83				
Columbus and Xenia...50	1,786,200	J. & J.	Jan. '83	New London Northern...100	895,000	M. & S.	Mar. '83				
Concord...100	1,500,000	M. & N.	May '83	New York Central...100	25,530,000	F. & A.	Aug. '83				
Concord & Portsmouth...100	350,000	J. & D.	Jun. '83	New York and Harlem...100	5,205,050	J. & J.	Jul. '83				
Coney Island & Brooklyn...100	600,000			Do. pref. 100	1,500,000	J. & J.	Jul. '83				
Conn. & Passump. Rivers...100	1,000,000			New York & New Haven...100	6,000,000	J. & J.	Jul. '83				
Do. do pref. 100	1,673,300	J. & J.	Jul. '83	N. Y., Provid. & Boston...100	1,755,281	J. & J.	Jul. '83				
Connecticut River...100	1,650,000	J. & J.	Jul. '83	Ning. Bridge & Capandasi...100	1,000,000	J. & J.	Jan. '83				
Cumberland Valley...100	1,316,900	A. & O.	Apr. '83	Ninth Avenue...100	797,400						
Danbury and New York...100	306,900			North Carolina...100	4,000,000						
Dayton and Michigan...100	2,384,941	J. & J.	Jul. '83	Northern Central...50	4,048,900	F. M. A. N.	May '83				
Delaware...100	466,132	J. & J.	Jul. '83	North Eastern (S. C.) pref. 100	155,000						
Del. Lackaw. & Western...50	11,288,560	J. & J.	Jul. '83	Northern of N. Hampshire...100	3,060,400	J. & D.	Jun. '83				
Des Moines Valley...100	1,550,050			Northern of N. Jersey...100	158,800						
Detroit & Milwaukee...100	453,359			North Pennsylvania...50	3,150,150						
Do. do pref. 100	1,000,000			Norwich & Worcester...100	2,363,600	J. & J.	Jul. '83				
D. Dock, E. B'd. & Bat...100	1,200,000			Ogdens. & L. Champ'n...100	3,077,000	F. & A.	Feb. '83				
Dubuque and Sioux City...100	1,573,641			Do. pref. 100	641,200	A. & O.	Apr. '83				
Do. do pref. 100	1,987,351	J. & J.	Jul. '83	Ohio and Mississippi...100	20,222,640						
Eastern (Mass.)...100	3,578,304	J. & J.	Jul. '83	Do. pref. 100	5,607,197	J. & D.	Jun. '83				
Eastern (N. H.)...100	1,316,900	J. & J.	Jul. '83	Oil Creek & Allegheny R...50	4,259,000	J. A. J. & O.	Oct. '83				
East Pennsylvania...100	664,600	J. & J.	Jul. '83	Old Colony & Newport...100	4,848,300	J. & J.	Jun. '83				
East Tenn. and Georgia...100	281,550			Orange and Newark...100	281,550						
East Tenn. and Virginia...100	1,000,000	J. A. J. & O.	Jan. '83	Oswego and Syracuse...50	482,400	F. & A.	Aug. '83				
Elgin, Jeffers. & Canand...100	800,000	F. & A.	Feb. '83	Pacific of Missouri...100	3,581,000						
Elmira & Williamsport...50	600,000	M. & N.	May '83	Panama...100	7,000,000	J. A. J. & O.	Jul. '83				
Do. do pref. 50	500,000	J. & J.	Jul. '83	Patterson and Ramapo...100	248,000	J. & J.	Jul. '83				
Erie Railway...100	1,570,700	F. & A.	Aug. '83	Patterson and Hudson River...100	630,000	J. & J.	Jul. '83				
Do. do pref. 100	8,535,700	Annual	Jan. '83	Pennsylvania...50	20,000,000	M. & N.	May '83				
Erie & North East...100	600,000	F. & A.	Aug. '83	Peoria & Bureau Valley...100	1,200,000	A. & O.	Apr. '83				
Evansville & Crawford...100	1,142,834			Philadelphia and Erie...50	5,069,450						
Fitchburg...100	4,540,000	J. & J.	Jul. '83	Philadelphia and Reading...50	21,191,067	J. & J.	Jul. '83				
Fitchburg & Worcester...100	247,8										

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (r) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest.				Description.	Amount.	Interest.	Interest.			
			When payable.	Where payable.	Due.	Price.				When payable.	Where payable.	Due.	Price.
Alabama and Florida:							Chicago and Milwaukee:						
Mortgage	\$300,000	7			1887		1st General Mort.	1,726,000	7	Jan. & July.	New York.	1898	90
Convert. (guar. by Dir.)	150,000	7			1883		Chicago and Great Eastern:						
Alabama and Tenn. Rivers:							1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	79
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island:						
2d Mortgage	225,705	8			1864		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Albany and Susquehanna:							1st Mort. (C. R. I. & Pa.)	6,699,000	7	Jan. & July.	"	1896	96
Mortgage	2,114,000	7	April & Oct.	Albany.	1883		Chicago and Northwestern:						
Allegheny Valley:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891		General 1st Mortgage	3,600,000	7	"	"	1885	91
Atlantic and Gt. Western:							Funded Coupon Bonds	750,000	7	May & Nov.	"	1883	94
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879		Consolidated Sinking Fund	3,040,000	7	F. M. A. & N.	"	1915	94
2d Mortgage	774,700	7	April & Oct.	"	1881		Equipment Bonds	166,000	7	Apr. & Oct.	"	1874	75
1st Mortgage, Penn.	2,324,900	7	"	"	1877		Equipment Bonds	2,200,000	10	May & Nov.	"	1887-71	103
2d Mortgage	911,500	7	Jan. & July.	"	1882		Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	89
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	"	1882		Green Bay Extension Bonds	300,000	7	"	"	1885	76
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876		Flagg Trust Bonds	200,000	8	Jan. & July.	"		
2d Mortgage	2,880,000	7	Jan. & July.	"	1883		Cincinnati, Hamilton and Dayton:						
1st Mortgage, Buffalo Extension	1,492,000	7	Feb. & Aug.	"	1884		2d Mortgage	1,230,000	7	May & Nov.	New York.	1890	90
1st Mortgage, Silver Creek	200,000	7	March & Sept.	"	1884		3d Mortgage	500,000	8	"	"	1877	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890		Cincinnati, and Zanesville:						
Atlantic and St. Lawrence:							1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866		Cleveland and Mahoning:						
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1873		1st Mortgage	550,000	7	Feb. & Aug.	New York.	1873	91
City of Portland Loan (Coupon)	1,000,000	6	Various	N. Y., P. & B. Co.	68-70		3d Mortgage	587,000	8	March & Sept.	"	1876	
Baltimore and Ohio:							Hubbard Branch	105,600	7	"	"		
Maryland Sterling B'ds of 1883.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1888		Clev. Painesville and Ashtabula:						
Mortgage Coupon " 1883.	1,744,500	6	April & Oct.	Baltimore.	1885	90	Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
" " " 1880.	602,000	6	Jan. & July.	"	1880	97	2d Mortgage	1,000,000	7	"	"	1880	
" " " 1885.	894,250	6	Jan. & July.	"	1875	98	3d Mortgage	1,000,000	7	April & Oct.	"	1892	
" " " 1884.	821,261	6	Ja. Ap. Ju. Oc.	"	1887	98	Cleveland and Pittsburg:						
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	99	2d Mort. (M. L.) or 1st Extension	1,130,000	7	March & Sept.	New York.	1878	95
Bay de Noquet and Marquette:							3d Mort. (M. L.) or 2d Extension	1,003,000	7	May & Nov.	"	1875	92
Income	100,000	8	April & Oct.	Boston.	1870		4th Mort. (M. L.) or 3d Extension	1,106,482	6	Jan. & July.	"	1892	75
Bellefontaine and Indiana:							Consol. S. F. mort. (\$5,000,000)	135,000	7	May & Nov.	"	1900	92
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	1870-99	90	Clev., Columbus and Cin.						
2d Mortgage	453,000	7	"	"	1870	82	1st Mortgage, Coupon	425,000	7	Jan. & July.	New York.	1888-85	
Income bonds	87,000				1870		Cleveland and Toledo:						
Solidere Delaware:							1st Mortgage	27,000	7	April & Oct.	New York.	1887	
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1887	82	2d Mortgage	126,000	7	June & Dec.	"	1872	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1886	85	C. & T. Mortgage Bonds	692,000	7	April & Oct.	"	1886	97
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877	80	C. & T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	"	1885	100
Boston Concord and Montreal:							Columbus and Indiana Central:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865		1st mortgage	3,200,000	7	Jan. & July.	New York.		
2d Mortgage	800,000	7	"	New York.	1865	100	2d mortgage	1,000,000	7	May & Nov.	"		
3d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	94	Columbus and Xenia:						
2d Mortgage Coupons	250,000	7	"	New York.	1870	102	Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Sinking Fund	336,000	6	"	Boston.	1889	92	Connecticut River:						
Boston and Lowell:							Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Mortgage	440,000	6	Jan. & July.	Boston.	1873	98	Connecticut and Passump. Rivers:						
"	200,000	6	April & Oct.	"	1879	99	1st Mortgage	678,800	6	June & Dec.	Boston.	1876	95
Buffalo, Bradford and Pittsburg:							Cumberland Valley:						
1st Mortgage	1,768,000	7	Jan. & July.	New York.	1886		1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105
2d Mortgage	2,000,000	7	June & Dec.	New York.	1877	95	2d Mortgage	109,500	8	"	"	1904	
1st Mortgage coupon	280,000	7	May & Nov.	"	1872	92	Dayton and Michigan:						
Buffalo and State Line:							1st Mortgage	283,000	7	Jan. & July.	New York.	1887	93
1st Mortgage	500,000	7	April & Oct.	New York.	1886	98	2d Mortgage	2,589,000	7	"	"	1881	87
Income (4 in '99, 4 in '72)	200,000	7	Jan. & July.	"	var.		3d Mortgage	642,000	7	"	"		
Special Erie and North-East	149,000	7	"	"	61-70		Toledo depot bonds	169,500	7	"	"		
Burlington and Missouri:							Dayton and Western:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	92	1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
Convertible bonds	600,000	7	Jan. & July.	"	1870		2d Mortgage	250,000	7	June & Dec.	"		40
Old Road bonds	121,169	7	"	"	93-80		Delaware:						
Camden and Amboy:							1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	61
English debt (S. F.) \$380,550	1,841,862	8	Semi-annual.	London.	1880		Guaranteed	100,000	6	"	"	1875	
American Loan	3,335	6	"	New York.	1864		State Loan	170,000	6	"	"	1876	
Loan for \$500,000	210,500	6	"	"	1867		Delaware, Lackawanna and W'n:						
" " \$800,000	338,040	6	"	"	1870	97	1st Mortgage (Laek & Western)	572,000	7	Jan. & July.	New York.	1871	97
" " \$75,000	675,000	6	April & Oct.	"	1875	95	1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	"	1875	99
" " \$1,700,000	1,700,000	6	Feb. & Aug.	"	1883	88	2d Mortgage	1,668,000	7	March & Sept.	"	1881	100
" " \$2,500,000	867,000	6	May & Nov.	"	1889	88	Des Moines Valley:						
Consolid. Mort. Loan \$5,000,000	4,437,300	6	June & Dec.	"	1889	96	1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Camden and Atlantic:							Income	462,000	7	Jan. & July.	"	1884	80
1st Mortgage Coupon	490,000	7	Jan. & July.	Cooper's Point	1872	90	Detroit and Milwaukee:						
2d Mortgage	498,000	7	April & Oct.	"	1879	80	1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	81
Ontario:							2d Mortgage	1,000,000	8	"	"	1886	
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882		3d Mortgage (convertible)	750,000	10	"	"	1883	
Central of New Jersey:							4th Mortgage (G. W. R. R.)	600,000	8	"	"		
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	101	Dubuque and Sioux City:						
2d Mortgage	600,000	7	May & Nov.	"	1875	102	1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	91
Central Ohio:							Construction bonds, 2d Div'n	680,000					92
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	88	Eastern (Mass.):						
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1885	86	2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1885		2d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97
3d Mortgage	950,000	7	"	"	1885	85	1st M. (State) \$75,000 a yr after 64	125,000	5	Ja. Ap. Ju. Oc.	"	66-71	
4th Mortgage (S. F.)	1,265,800	7	"	"	1875		Essex Railroad Bonds	214,400	6	"	"	1876	
Income	1,192,200	7	Jan. & July.	"	67-60		East Tennessee and Georgia:						
Central Pacific of California:							Endorsed by State of Tennessee	139,480					
1st Mortgage	7,836,000	6	Jan. & July.	New York.	1896	100	Mortgage (ordinary)	780,460					
Convertible bonds	1,500,000	7	"	"	1883	109	East Tennessee and Virginia:						
Cheshire:							State of Tennessee Bonds	1,199,000	6	"	"		
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	75-80	96	Endorsed by State of Tennessee	185,000					
Chicago, Burlington & Quincy:							1st Mortgage (after State)	74,000					
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	112	2d Mortgage bonds	14,300					
" " " " " " " "	2,123,000	8	"	"	1883		Elmira and Williamsport:						
Pain Bonds, dated Sept. 20, 1860	630,000	7	March & Sept.	"	1890		1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1887	100	Five per cent bonds	570,000	8	April & Oct.	"		61
Central Military Tract, 2d Mort.	24,000	8	May & Nov.	"	1868		Erie and North-East:						
C. B. & Q. Scrip	413,250		Jan. & July.	Frankfort O.M.			Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-70	
Chicago and Alton:							Evansville and Crawfordville:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1882	100	Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1889	
1st Mortgage pref. S. F.	444,000	7	May & Nov.	"	1877	102	Mortgage Bonds	150,000	7	Feb. & Aug.	"	1881	
Income Bonds	1,700,000	7	April & Oct.	"	1883	94	Florida:						
							Internal Improvement (State)	1,555,000	7	"	"	1891	
							Free Land, 2d Mortgage	1,500,000	8	"	"	1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Florida, Atlantic and Gulf Centr. Internal Improvement (State).	\$300,000	7			1891		Memphis and Charleston State (Tenn.) Loan	\$1,595,530	6	Jan. & July.	New York.	1892	
Free Land, 1d Mortgage	200,000	8			1891		1st Mortgage	1,254,000	7	May & N.v.	"	1890	
Gale and Chicago Union:							2d Mortgage	1,000,000	7	Jan. & July.	"	1885	70
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	101	Michigan Central:						
2d Mortgage (S. F.) Coupon	1,175,000	7	May & Nov.	"	1875	96	1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
Elgin and State Line	189,000	7	Jan. & July.	"	1879		1st Mortgage S.F. (convertible).	500,000	8	March & Sept.	"	1869	
Mississippi River Bridge	200,000	7	Jan. & July.	"	1894		1st Mortgage (convert.) Dollar	1,777,000	8	"	N.Y. & Boston	1869	117
Great Western, Ill.:							1st Mortgage (convert.) Dollar	298,000	8	April & Oct.	"	1882	117
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	102	1st Mortgage (S. F.) convertible	4,231,500	8	"	"	1882	117
Eastern	45,000	7	Feb. & Aug.	"	1888		Mich. Southern and N'n Indiana:						
1st Mortgage whole line	2,600,000	7	"	"	1888	83	Northern Indiana, 1st	640	7	Feb. & Aug.	New York.	1861	
2d Mortgage	2,500,000	7	May & Nov.	"	1893	79	Goshen Air Line	637,000	7	Feb. & Aug.	"	1888	97
Hannibal and St. Joseph:							Detroit and Toledo	924,000	7	"	"	1876	95
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	1873-78	93	1st General Mortgage (S. F.)	4,785,000	7	May & Nov.	"	1886	101
Land Security	3,344,000	7	April & Oct.	"	1881	98	2d General Mortgage	2,693,000	7	"	"	1877	94
Convertible Bonds	822,000	7	Jan. & July.	"	1883	98	Milwaukee and St. Paul:						
Harrisburg and Lancaster:							1st Mortgage	4,593,000	7	Jan. & July.	New York.	1868	93
New Dollar Bonds	661,000	8	Jan. & July.	Philadelphia.	1883	89	2d Mortgage	1,500,500	7	April & Oct.	"	1884	90
Hartford and New Haven:							Real Estate Purchase	135,500				1874	
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	90	Milwaukee and Prairie du Chien:						
Housatonic:							1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877		Minnesota and Pacific						
Houston and Texas Central:							Real Estate	1,200,000	7	Jan. & July.		1892	61
State (1st Lien) Loan	210,000				1886		Mississippi Central:						
Mortgage	125,000	7			1886		1st Mortgage	1,246,000	7	May & Nov.	New York.		
Hudson River:							2d Mortgage	1,617,500	8	Feb. & Aug.	"		
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1860-70	100	Mississippi Central and Tenn.:						
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1886	105	State (Tenn.) Loan	529,000	6				
3d Mortgage	1,840,000	7	May & Nov.	"	1875	101	Mississippi and Missouri:						
Convertible	1,002,000	7	"	"	1867	100	1st Mortgage (convertible)	1,000,000	7		New York.		
Illinois Central:							2d Mortgage (S. F.)	400,000	8		"		
Optional Right Bonds	26,000	7	Jan. & July.	New York.	1868		1st Land Grant	3,612,000	7		"		
Construction	6,090,500	7	April & Oct.	London.	1876		Mississippi and Tennessee:						
Construction	2,499,000	6	"	New York.	1875	120	Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
Redemption bonds	2,563,000	6	"	"	1890		1st Mortgage	600,000	6	"	"	1873	
Sterling Redemption bonds	583,500	7	"	London.	1876		Income Bonds	297,500	10	"	Memphis.	1870	
Illinois and Southern Iowa:							Mobile and Ohio:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74	Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Indiana Central:							Sterling (1st mort.) Bonds	4,187,000	6	"	London.		
2d Mortgage	284,000	10	Jan. & July.	New York.	1870	100	"	"	"	"	Mobile		
Indianapolis and Cincinnati:							Income Bonds of 1881	146,200	8	"	N. Y. & Mob.	1861	
1st Mortgage	600,000	7	Jan. & July.	New York.	1888	93	"	"	"	"	Mobile.	'62-'66	
Ind., Pittsburg and Cleveland:							"	"	"	"	"		
1st Mortgage	650,000	7	Jan. & July.	New York.	1870		Mongomery and West Point:						
2d Mortgage	347,000	7	"	"			Mortgage (due 1863 and '65	30,500	6			'63-'66	
Indianapolis and Madison:							Mortgage	61,500	8			1866	
Mortgage	640,000	7	May & Nov.	New York.	1881	85	Bonds	100,000		Jan. & July.		1870	
Jeffersonville:							Bonds	299,200		"		1876	
1st Mortgage	187,000	7	March & Sept.	New York.	1861	86	Bonds	639,500		"		1881	
2d Mortgage	392,000	7	April & Oct.	"	1873	66	Morris and Essex:						
Joliet and Chicago:							1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	100
1st Mortgage (S. F.)	600,000	8	April & Oct.	New York.	1883	101	2d Mortgage	1,500,000	7	Feb. & Aug.	"		95
Joliet and N. Indiana.							Muscogee:						
1st Mortgage (guar.)	800,600	8	Jan. & July.	New York.	1874		1st Mortgage	249,000	7				
Kennebec and Portland:							Nashville and Chattanooga:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870		Mortgage (State endorsed)	1,500,000					
2d Mortgage	230,000	6	"	Augusta.	1861		Naugatuck:						
*Kentucky Centr. (Gov. and Lex.)							1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
1st Mortgage	160,000	6					*New Albany and Salem:						
1st Mortgage	280,000	7					1st Mortgage	2,235,000	6				
2d Mortgage (convertible)	1,006,000	7					N. Hav., N. Lond. and Stonington:						
Lehigh Valley:							2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	96	Extension	116,000	6	May & Nov.	"	1878	
La Crosse and Milwaukee:							New Haven and Northampton:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872		1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
Lackawanna and Bloomsburg:							1st Mortgage (H. & Haup.)	103,000					
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881		New Jersey:						
Lexington and Frankfort:							Company's (various)	850,000	6	Semi-annually.	New York.	var.	
Mortgage, due 1869 and '74.	65,000	6	Jan. & July.	Lexington.	'69-'74		New London Northern:						
Little Miami:							1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Mortgage (coupon)	1,489,000	6	May & Nov.	New York.	1883	100	Extension Bonds	72,500	6	March & Sept.	"	1885	
Long Island:							N. Orp's, Jackson and Gt. North:						
State Loan (S. F.)	100,000	6	Jan. & July.	New York	1876	92	1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886	
1st Mortgage	500,000	6	"	"	1870		2d Mortgage Bonds	241,000					
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	"	1890		N. Orleans, Opelousa, and Gt. West.:						
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	"	1893		Louisiana State Loan	650,000	6				
Long Dock Co.:							New Orleans City Subscription	1,600,000	5				
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	97	1st Mort. Construction	1,730,600	8			1889	
Louisville and Frankfort:							New York Central:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881		Premium (S. F.) Bonds	6,189,954	6	May & Nov.	New York.	1883	95
1st Mortgage	120,000	6	"	"	'68-'78		Funding (S. F.) Bonds	1,514,000	7	Feb. & Aug.	"	1876	107
Louisville and Nashville:							Exchanged St. Louis (S. F.) B'ds	594,000	6	May & Nov.	"	'83	
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77		"	"	"	"	"	1883	
Lebanon Branch 1st Mortgage	600,000	7	"	"	'80-'85		Real Estate (S. F.) Bonds	165,000	6	"	"	1883	
Memphis Branch 1st Mortgage	267,000	7	"	"	'70-'75		Real Estate Bonds & Mortgages	131,315	7	var.	"	var.	
Bardstown and Louisville	30,000	7	"	"	1870		"	45,560			"	1883	
City of Louisville bonds	1,074,930				'86-'87		Bonds of Aug. 1859, Convertible	438,000	7	Feb. & Aug.	"	1876	135
Louisville, Cin. and Lexington:							Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	"	1887	95
1st Mort. (\$3,000,000)	1,500,000	7	Jan. & July	New York.	1897	36	New York and Erie						
Maine Central:							1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	104
Loan \$1,100,000	1,092,900	6			'80-'81		2d Mortgage	4,000,000	7	March & Sept.	"	1879	100
Loan \$400,000	314,100	6			'70-'71		3d Mortgage	6,000,000	7	"	"	1883	96
McMinnville and Manchester.							4th Mortgage	4,441,000	7	April & Oct.	"	1880	84
State (Tenn.)	372,000	6					5th Mortgage	926,500	7	June & Dec.	"	1888	89
Mortgage	24,000	7					Buffalo Branch	186,400	7	Jan. & July.		1891	
Manetta and Cincinnati:							Sterling Bonds	3,875,920			London.	1876	
1st Mortgage Bonds	2,368,336	7	Feb. & Aug.	Baltimore.	1891	91	New York and Harlem:						
1st Mortgage Sterling	1,000,000	7	"	"	1891		1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	103
2d Mortgage			May & Nov.	"	1888	76	Consolidated	1,000,000	7	Feb. & Aug.	"	1893	100
Scioto & Hocking Val. R. mort.	300,000	7					3d Mortgage	930,300	7	Jan. & July.	"	1867	92
Memphis, O'arksav. and Louiav.							New York and New Haven:						
State (Tenn.) Loan	910,000	6					Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1876	97
Memphis and N. Ohio							N. York, Providence and Boston:						
State (Tenn.) Loan	840,000	6					1st Mortgage	500,000		Feb. & Aug.	New York	1873	

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (f) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable.	Where payable.						When payable.	Where payable.		
North Carolina:							Richmond and Danville:						
Mortgage Loan	\$329,000	8	Mar. & Sept.		1867		Guaranteed by State	200,000	7	April & Oct.	Richmond.	'75-'76	
North-Eastern (S. C.):							Mortgage (Coupon)	423,000	7	Feb. & Aug.	"	1875	73½
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869		Mortgage (Registered)	504,000	7	"	"	1873	73½
2d Mortgage	145,000	7	"	"	1868		Richmond and Petersburg:						
Prof. Stock (see'd 2d mort. b'ds)	145,000	8	May & Nov.	"	1875		Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Northern Central:							Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Md. State Loan (Irredeemable)	1,500,000	6	Jan. Ap. Ju. Oc.	Baltimore.			Rome, Watertown and Ogdensburg:						
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	99	1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	94	Rutland and Burlington:						
Y. and O. guar. by Balt. 3d Mort.	500,000	6	"	"	1877	94	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1893	166½
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86	2d Mortgage	937,500	7	"	"	1893	86
North. Cen., 3d Mort. (\$2,500,000)	1,064,500	6	April & Oct.	"	1900	83½	3d Mortgage	440,000	7	"	"	1893	8
North Pennsylvania:							Sacramento Valley:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90	1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
Chattel Mortgage	360,000	10	"	"	1887	112	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Northern (N. H.):							Sandusky, Dayton and Cincinnati:						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94	1st Mortgage	981,000	7	Feb. & Aug.		1900	75
Norwich and Worcester:							3d Mortgage	148,000	7	"		1875	
Mass. State Loan	185,000	6	Jan. & July.	Boston.	1877		Six per cents	73,912	6	"		1878	
Bonds for Dividend Serip.	59,000	7	"	New York.	1874		Sandusky, Mansfield and Newark:						
Steamboat Bonds	70,500	7	Feb. & Aug.	"	'63-'70		1st Mortgage	1,290,000	7	Jan. & July.	New York.	1886	
Ohio and Mississippi:							Seaboard and Roanoke:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	95½	1st Mortgage	210,000	7	"		1880	
1st Mortgage—Western	850,000	7	"	"	1872		2d Mortgage	71,000	7	"		1870	
2d Mortgage—Western	750,000	7	"	"	1874		Registered Convertible	128,893	7	"		1873	
Orange and Alexandria:							South Carolina:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866		State Loan	187,000	6	"		1868	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	"	1875		Domestic Bonds	234,500	6	Jan. & July.		'73-'74	
2d Extension	670,500	6	May & Nov.	"	1873	70½	Domestic Bonds	643,500	7	April & Oct.		'69-'71	
Ogdensburg & Lake Champlain:							Steril. Skg. rd. b'ds after Jan. 1, '70	2,012,994	5	Jan. & July.	London.	1886	
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	100½	Do. do.	278,167	5	Jan. & July.	Charleston.	1886	
Oswego and Syracuse:							Southern Mississippi:						
1st Mortgage	336,000	6	Jan. & July.	Oswego.	70-'80		1st Mortgage	500,000		"			
Pacific (Mo.):							South-Western (Ga.):						
Construction Main Line	1,500,000	7	Jan. & July.	New York.	'68-'70	94½	1st Mortgage	487,000		"	Macon.	'75-'85	
Panama:							Steuern and Ind. (P. O. and C.):						
1st Mortgage Sterling	418,000	7	April & Oct.	London.	1870		1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70
1st Mortgage Sterling	345,000	7	April & Oct.	"	1875		Syracuse, Binghamton and N. Y.:						
2d Mortgage Sterling	1,160,000	7	Feb. & Aug.	"	1872		1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	100
Peninsula:							St. Louis, Alton & Terre Haute:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	89½	1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	95
Pennsylvania:							" " (series B)	1,100,000	7	April & Oct.	"	1894	
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100½	" " (series C)	1,400,000	7	Feb. & Aug.	"	1894	92½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	95½	" " (series D)	1,400,000	7	May & Nov.	"	1894	82
2d Mortgage Sterling	2,283,840	6	"	London.	1875		" " Income (series E)	1,700,000	7	"	"	1894	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102	St. L. Jacksonv. and Chicago:						
Penobscot and Kennebec:							1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75		St. Paul and Pacific 1st Division:						
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876		1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
Petersburg and Lynchburg (S. Side):							1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Mortgage ('70-'75)	800,000	6	Jan. & July.	Petersburg.	'70-'75		1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
2d Mortgage (1862-'70-'72)	314,900	6	"	"	'82-'72		Toledo, Peoria & Warsaw:						
Special Mortgage (1865-'68)	175,000	6	"	"	'65-'68		1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	84
Last Mortgage (1863 to 1869)	42,000	8	"	"	'63-'69		Toledo, Wabash and Western:						
Phila. Germantown and Norris'n:							1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	52
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1886		1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1890	
Philadelphia and Erie:							2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	84
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	101½	2d M. (Wabash and Western)	1,500,000	7	"	"	1878	
1st Mortgage (general)	6,000,000	6	"	"	1881	92½	Sinking Fund Bds (T. W. & W.)	269,000	7	April & Oct.	"	1871	
2d Mortgage	3,000,000	7	"	"	1885	80	Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	80½
3d Mortgage	4,000,000	6	"	"	1901		Consol. mort. (T. W. & W.)	1,880,000		"	"	74	
Philadelphia and Reading:							Vermont Central:						
Bonds of 1856 (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880		1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	80½
" 1849	2,366,600	6	April & Oct.	"	1870	106½	2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	42½
" 1861	106,000	6	Jan. & July.	"	1871	96	Vermont and Massachusetts:						
" 1843	1,625,900	6	"	"	1880	91½	Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	84
" 1844	804,000	6	"	"	1880	92½	Virginia Central:						
" 1845	101,000	6	"	"	1880	92½	Mort. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
" 1849	67,000	6	"	"	1880	92½	Mortgage (coupons)	206,500	5	"	"	1872	
" 1867 (convertible)	171,500	6	"	"	1886	93	Mortgage (coupons)	983,000	6	"	New York.	1884	
" 1886	288,000	7	"	"	'72-'77		State Loan 1859-'60	210,000	6	"	Richmond	'76	
Phila., Wilmington and Baltimore:							Coupon bonds of 1885	53,000	8	"	"	'77	
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97	Funding Interest bonds	185,089	8	"	"	'70-'77	
Pittsburg and Connellsville:							Dividend bonds	121,227	6	"	"	'68-'70	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½	Virginia and Tennessee:						
Pittsburg, St. Wayne and Chicago:							1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105½	2d Mortgage	23,500	6	"	"	1878	
" (series B)	875,000	7	Feb. & Aug.	"	1912		3d or Income Mortgage	314,500	6	"	"	1905	86
" (series C)	875,000	7	Mar. & Sept.	"	1912		Enlarged Mortgage	698,800	6	"	"	1884	
" (series D)	875,000	7	April & Oct.	"	1912		Warren (N. J.):						
" (series E)	875,000	7	May & Nov.	"	1912		1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
" (series F)	875,000	7	Jun. & Dec.	"	1912		Warwick Valley, N. Y.:						
2d Mortgage (series G)	860,000	7	Jan. & July.	"	1912	98½	1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
" (series H)	860,000	7	Feb. & Aug.	"	1912		Watertown and Rome:						
" (series I)	860,000	7	Mar. & Sept.	"	1912		Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
" (series J)	860,000	7	April & Oct.	"	1912		Western (Mass.):						
" (series K)	860,000	7	May & Nov.	"	1912		Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'88-'71	
" (series L)	860,000	7	June & Dec.	"	1912		Dollar Bonds	936,500	6	"	Boston.	1876	100½
2d Mortgage	2,000,000	7	April	"	1912	93	West Jersey:						
Bridge Bonds	153,000	7	May & Nov.	Philadelphia.	1876		1st Mortgage	238,000	6	March & Sept.	Camden.	1883	92½
Pittsburg and Steubenville:							2d Mortgage	780,000	7	"	Philadelphia.	1896	
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75	Western Maryland:						
Potomac and Watertown:							1st Mortgage guaranteed	200,000	6	"	Baltimore.	1890	79
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	84-'74		Western Pacific:						
Quincy and Toledo:							1st Mortgage	596,000	6	June & Dec.	N.Y. & Lond.	1895	
1st Mortgage	530,000	7	May & Nov.	New York.	1890	80	Western Union: 1st mort.	3,165,400	7	Feb. & Aug.		1896	
Raleigh and Gaston:							Wilmington and Manchester:						
Coupon	100,000						1st Mortgage	508,000	7	June & Dec.	New York.	1886	
Saritan and Delaware Bay:							2d Mortgage	200,000	7	May & Nov.	"	1873	
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883		Income Bonds	161,000	7	March & Sept.		1864	
2d Mortgage	250,000	7	"	"	1883		Wilmington and Weldon:						
Equipment Bonds	296,000	7	"	"	1876		Sterling Bonds	576,887	6	"	London.	1881	
Richmond, Fred. and Potomac:							"	179,777		"		1886	
Sterling (£267,000)	324,000	6	"	"	1880								

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that column, in the cost of the railroad. A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

[illegible]

Dec. 31, 1867	1867	1868	1869	1870	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	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An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

[illegible]

Dec. 31, 1867	34.0
Sept. 30, 1867	12.0
Dec. 31, 1867	30.5

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil" and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Years ending	Railroad.			Rolling Stock.			Property and Assets.			Abstract of General Balance Sheet.					Operations.			Earnings.		Value of Shares.		
	Main Line.	Branch Line.	2d Track and Sidings.	Engines.	Cars.		Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.	Carried one mile.		Gross.		Net.	Dividends.
					Pass.	Freight.											Number.	Tons.				
Dec. 31, 1897	91.0			22	20	15	3,802,337	*	255,880	220,822	3,203,900	457,000	148,777	271,168	91.0	273,412	6,589,628	20,419,002	539,285	246,094	113,970	100
July 31, 1897	106.3	102.9		22	20	15	3,802,337	*	255,880	220,822	3,203,900	457,000	148,777	271,168	91.0	273,412	6,589,628	20,419,002	539,285	246,094	113,970	100
Dec. 31, 1897	68.0			22	20	15	3,802,337	*	255,880	220,822	3,203,900	457,000	148,777	271,168	91.0	273,412	6,589,628	20,419,002	539,285	246,094	113,970	100
Dec. 31, 1897	20.0			22	20	15	3,802,337	*	255,880	220,822	3,203,900	457,000	148,777	271,168	91.0	273,412	6,589,628	20,419,002	539,285	246,094	113,970	100
Sept. 30, 1897	13.0	8.0	20.0	3	31	15	354,132	*	600,000	1,983,141	1,983,141	6,739,000	95,000	287,126	13.0	12,961,340	12,961,340	287,126	112,915	112,915	10	100
June 30, 1897	15.0	8.0	20.0	3	31	15	354,132	*	600,000	1,983,141	1,983,141	6,739,000	95,000	287,126	13.0	12,961,340	12,961,340	287,126	112,915	112,915	10	100
Nov. 30, 1897	21.9	1.1		3	31	15	445,700	*	2,700	287,300	287,300	6,739,000	95,000	287,126	13.0	12,961,340	12,961,340	287,126	112,915	112,915	10	100
Nov. 30, 1897	13.2			3	31	15	267,383	*	2,700	287,300	287,300	6,739,000	95,000	287,126	13.0	12,961,340	12,961,340	287,126	112,915	112,915	10	100
Dec. 31, 1897	81.0			12	10	3	3,182,459	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,628	20,419,002	539,285	246,094	113,970	100
Dec. 31, 1897	75.0			27	21	11	1,602,509	*	601,078	331,122	1,983,150	6,000	186,567	800,925	73.0	124,206	3,837,794	401,424	1,076,514	481,183	14	100
Nov. 30, 1897	30.6			27	21	11	829,995	*	255,180	26,502	3,765,116	2,873,000	35,000	287,126	73.0	124,206	3,837,794	401,424	1,076,514	481,183	14	100
Oct. 31, 1897	111.0			27	21	11	829,995	*	255,180	26,502	3,765,116	2,873,000	35,000	287,126	73.0	124,206	3,837,794	401,424	1,076,514	481,183	14	100
Dec. 31, 1897	111.0			27	21	11	829,995	*	255,180	26,502	3,765,116	2,873,000	35,000	287,126	73.0	124,206	3,837,794	401,424	1,076,514	481,183	14	100
Sept. 30, 1897	45.2			105	49	24	20,999,000	*	1,004,910	181,172	6,700,000	11,392,000	68,970	491,513	55.3	354,360	6,517,655	3,905,861	5,909,382	1,022,471	50	311
Sept. 30, 1897	34.9			105	49	24	20,999,000	*	1,004,910	181,172	6,700,000	11,392,000	68,970	491,513	55.3	354,360	6,517,655	3,905,861	5,909,382	1,022,471	50	311
Sept. 30, 1897	34.9			105	49	24	20,999,000	*	1,004,910	181,172	6,700,000	11,392,000	68,970	491,513	55.3	354,360	6,517,655	3,905,861	5,909,382	1,022,471	50	311
Sept. 30, 1897	34.9			105	49	24	20,999,000	*	1,004,910	181,172	6,700,000	11,392,000	68,970	491,513	55.3	354,360	6,517,655	3,905,861	5,909,382	1,022,471	50	311
Sept. 30, 1897	34.9			105	49	24	20,999,000	*	1,004,910	181,172	6,700,000	11,392,000	68,970	491,513	55.3	354,360	6,517,655	3,905,861	5,909,382	1,022,471	50	311
Sept. 30, 1897	34.9			105	49	24	20,999,000	*	1,004,910	181,172	6,700,000	11,392,000	68,970	491,513	55.3	354,360	6,517,655	3,905,861	5,909,382	1,022,471	50	311
Sept. 30, 1897	34.9			105	49	24	20,999,000	*	1,004,910	181,172	6,700,000	11,392,000	68,970	491,513	55.3	354,360	6,517,655	3,905,861	5,909,382	1,022,471	50	311
Sept. 30, 1897	34.9			105	49	24	20,999,000	*	1,004,910	181,172	6,700,000	11,392,000	68,970	491,513	55.3	354,360	6,517,655	3,905,861	5,909,382	1,022,471	50	311
Sept. 30, 1897	34.9			105	49	24	20,999,000	*	1,004,910	181,172	6,700,000	11,392,000	68,970	491,513	55.3	354,360	6,517,655	3,905,861	5,909,382	1,022,471	50	311
Sept. 30, 1897	34.9			105	49	24	20,999,000	*	1,004,910	181,172	6,700,000	11,392,000	68,970	491,513	55.3	354,360	6,517,655	3,905,861	5,909,382	1,022,471	50	311
Sept. 30, 1897	34.9			105	49	24	20,999,000	*	1,004,910	181,172	6,700,000	11,392,000	68,970	491,513	55.3	354,360	6,517,655	3,905,861	5,909,382	1,022,471	50	311
Sept. 30, 1897	34.9			105	49	24	20,999,000	*	1,004,910	181,172	6,700,000	11,392,000	68,970	491,513	55.3	354,360	6,517,655	3,905,861	5,909,382	1,022,471	50	311
Sept. 30, 1897	34.9			105	49	24	20,999,000	*	1,004,910	181,172	6,700,000	11,392,000	68,970	491,513	55.3	354,360	6,517,655	3,905,861	5,909,382	1,022,471	50	311
Sept. 30, 1897	34.9			105	49	24	20,999,000	*	1,004,910	181,172	6,700,000	11,392,000	68,970	491,513	55.3	354,360	6,517,655	3,905,861	5,909,382	1,022,471	50	311
Sept. 30, 1897	34.9			105	49	24	20,999,000	*	1,004,910	181,172	6,700,000	11,392,000	68,970	491,513	55.3	354,360	6,517,655	3,905,861	5,909,382	1,022,471	50	311
Sept. 30, 1897	34.9			105	49	24	20,999,000	*	1,004,910	181,172	6,700,000	11,392,000	68,970	491,513	55.3	354,360	6,517,655	3,905,861	5,909,382	1,022,471	50	311
Sept. 30, 1897	34.9			105	49	24	20,999,000	*	1,004,910	181,172	6,700,000	11,392,000	68,970	491,513	55.3	354,360	6,517,655	3,905,861	5,909,382	1,022,471	50	311
Sept. 30, 1897	34.9			105	49	24	20,999,000	*	1,004,910	181,172	6,700,000	11,392,000	68,970	491,513	55.3	354,360	6,517,655	3,905,861	5,909,382	1,022,471	50	311
Sept. 30, 1897	34.9			105	49	24	20,999,000	*	1,004,910	181,172	6,700,000	11,392,000	68,970	491,513	55.3	354,360	6,517,655	3,905,861	5,909,382	1,022,471	50	311
Sept. 30, 1897	34.9			105	49	24	20,999,000	*	1,004,910	181,172	6,700,000	11,392,000	68,970	491,513	55.3	354,360	6,517,655	3,905,861	5,909,382	1,022,471	50	311
Sept. 30, 1897	34.9			105	49	24	20,999,000	*	1,004,910	181,172	6,700,000	11,392,000	68,970	491,513	55.3	354,360	6,517,655	3,905,861	5,909,382	1,022,471	50	311
Sept. 30, 1897	34.9			105	49	24	20,999,000	*	1,004,910	181,172	6,700,000	11,392,000	68,970	491,513	55.3	354,360	6,517,655	3,905,861	5,909,382	1,022,471	50	311
Sept. 30, 1897	34.9			105	49	24	20,999,000	*	1,004,910	181,172	6,700,000	11,392,000	68,970	491,513	55.3	354,360	6,517,655	3,905,861	5,909,382	1,022,471	50	311
Sept. 30, 1897	34.9			105	49	24	20,999,000	*	1,004,910	181,172	6,700,000	11,392,000	68,970	491,513	55.3	354,360	6,517,655	3,905,861	5,909,382	1,022,471	50	311
Sept. 30, 1897	34.9			105	49	24	20,999,000	*	1,004,910	181,172	6,700,000	11,392,000	68,970	491,513	55.3	354,360	6,517,655	3,905,861	5,909,382	1,022,471	50	311
Sept. 30, 1897	34.9			105	49	24	20,999,000	*	1,004,910	181,172	6,700,000	11,392,000	68,970	491,513	55.3	354,360	6,517,655	3,905,861	5,909,382	1,022,471	50	311
Sept. 30, 1897	34.9			105	49	24	20,999,000	*	1,004,910	181,172	6,700,000	11,392,000	68,970	491,513	55.3	354,360	6,517,655	3,905,861	5,909,382	1,022,471	50	311
Sept. 30, 1897	34.9			105	49	24	20,999,000	*	1,004,910	181,172	6,700,000	11,392,000	68,970	491,513	55.3	354,360	6,517,655	3,905,861	5,909,382	1,022,471	50	311
Sept. 30, 1897	34.9			105	49	24	20,999,000	*	1,004,910													

PASSENGER RAILROAD SHARE LIST

PASSENGER RAILROAD BONDS

Fiscal year ending.	Length.		Equip-ment.		Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebted-ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.	DESCRIPTION.	Amount outstanding.	Rate.	Pay-able.	Principal payable.	Market value.
	Completed in single track.	In progress or projected.	Horse.	Cars.				Bonded Debt.	Floating Debt.	Gross.	Net.									
	m.	m.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$			%	Months.	Year.		
MASSACHUSETTS.																				
30 Nov. '67	3.53				Boston and Chelsea	110,000	119,000			8,960	7,396	6.5	37		Broadway (Brooklyn):	\$7,500	7	J. & J.	1884	
30 Nov. '67	6.84				Broadway, Boston	402,488	825,000			187,427	29,460	9.5	58		Broadway & 7th Avenue:					
30 Nov. '67	28.31				Cambridge	877,894	727,800	150,000		94			99		1st Mortgage	500,000	7	J. & D.	1884	
30 Nov. '67	3.99				Lowell (Horse)	66,908	55,830			1,688	27,268	5,588			Brooklyn, Bath & Coney Is'd					
30 Nov. '67	12.50				Lynn and Boston	269,426	200,000	50,000		48,944	164,987	loss.	10		1st Mortgage	80,000	7	J. & J.	1883	
30 Nov. '67	3.60				Malden and Melrose	60,246	200,000	55,768			24,138	loss.	25		Brooklyn City					
30 Nov. '67					Marginal Freight	91,543	94,200								1st Mortgage	170,000	7	J. & J.	1872	
30 Nov. '67	3.08				Medford and Charlestown	36,600	21,000				2,240				Brooklyn City & Newtown:					
30 Nov. '67	42.99				Metropolitan (Boston)	1,523,225	1,250,000	9,000		183,198	726,709	129,635	10		1st Mortgage	200,000	7	J. & J.	1872	
30 Nov. '67	7.21				Middlesex (Boston)	499,685	400,000	41,539		79,694	188,085	10,987	62		Brooklyn City & Ridgewood:					
30 Nov. '67	3.23				Northampton & Will. amsb.	300,000	300,000			2,318	14,773	1,125			1st Mortgage	20,000	7	J. & J.	1884	
30 Nov. '67	2.13				North Woburn street	27,242	17,300				368	loss.			Cambridge:					
30 Nov. '67	4.5				Quincy	136,840	71,600	64,424		57,692	28,226	loss.			1st Mortgage	150,000	6	J. & J.	1883	
30 Nov. '67	7.1				Salem and South Danvers	195,317	150,000	32,400		6,268	36,637	loss.			Central Park, East & North River:					
30 Nov. '67	2.74				Somerville	75,000	75,000				4,500	4,500	6		1st Mortgage	560,000	7	J. & J.	1874	
30 Nov. '67	2.51				Suburban street (Boston)	37,300	83,000				5,589	89			Citizens' Pittsburg:					
30 Nov. '67	6.84				Union (Transportation)	95,000	5,000	(Inc. in Mal. & Mel. res.)		117,842	368,561	13,016	6		1st Mortgage	56,300	7	J. & J.	1870	
30 Nov. '67	2.76				Winnisimmet	303,870	200,000	24,000		238	4,300	3,867	4		Coney Island and Brooklyn:					
30 Nov. '67	4.06				Worcester	62,152	58,300								1st Mortgage	148,000	7	J. & J.	1873	
CONNECTICUT.																				
31 Jan. '64	3.0				Fairhaven and Westville	104,000	100,000						8		Real Estate Mortgage	5,000	6			
31 Dec. '62	8.5				Hartford and Wethersfield	300,000	300,000								D. Dock, E. B'dw. & Battery:					
NEW YORK.																				
30 Sep. '67	7.37				Albany	139,414	98,000	40,000		71,961	15,873		100		1st Mortgage	560,000	7	J. & J.		
30 Sep. '67	2.90				Bleeker St. & Fulton Ferry.	1,746,441	900,000	694,000		44,749	299,418	56,648	100		Eight Avenue.					
30 Sep. '67	19.7				Broadway (Brooklyn)	266,561	200,000	35,000		10,015	107,732	28,744	8	100	1st Mortgage	160,000	7	J. & J.		
30 Sep. '67	16.5				Broadway & 7th Ave., N. Y.	508,318	2,100,000	150,000			687,483	253,214	34	100	Forty-second street:					
30 Sep. '67	8.00				Brooklyn, Bath & Coney Is'd	186,259	99,850	80,000		55,172	27,253	3,994	100		1st Mortgage	127,150	7	J. & J.	1873	
30 Sep. '67	7.00				Brooklyn City	1,800,818	1,500,000	300,000			1,139,199	90,907	12	100	Real Estate	134,500	7	J. & J.		
30 Sep. '67	11.30				Brooklyn City & Newtown.	553,340	400,000	200,000		20,587	129,267	14,862	100		Frankford and Southwark:					
30 Sep. '67	1.12				Brooklyn City & Rock. B'gh	125,588	107,700	45,000			15,085	6,352	100		1st Mortgage	200,000	7	J. & J.	1869	
30 Sep. '67	21.0				Brooklyn Central & Jamaica	996,783	488,100	498,810		47,303	192,290	9,470	100		Frankford and Philadelphia:					
30 Sep. '67	8.1				Buffalo Street	184,357	50,000	50,000		109,500	76,683	21,455	100		1st Mortgage	50,000	7			
30 Sep. '67	1.76				Central City (Syracuse)	29,130	21,130	6,000		140	17,655	4,736	84	100	Germantown:					
30 Sep. '67	24.00				Centrl Pk N. & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000		54,827	531,915	16,285	100		1st Mortgage	350,000	7	J. & J.	1869	
30 Sep. '67	14.82				Coney Island & Brooklyn	644,672	500,000	141,000		47,727	118,307	226	100		Green and Coates St.:					
30 Sep. '67	2.69				D. Dock, E. B'dw. & Battery	678,114	2,000,000	672,000		15,000	582,582	89,810	5	100	1st Mortgage	100,000	7	J. & J.	1870	
30 Sep. '67	18.00				Eight Avenue	1,420,972	1,000,000	200,000			792,574	139,095	12	100	Harlem Br. Morris & Ford'm					
30 Sep. '67	10.24				42d st. & Grand st. Ferry.	1,041,204	748,000	268,000			300,969	94,714	5	100	1st Mortgage	124,000	7	J. & J.		
30 Sep. '67	5.50				Grand st. & Newtown (W'g)	172,000	170,000	38,000		5,000	74,429	18,783	94	100	Hestonville Mantua & Fairmount:					
30 Sep. '67	3.00				Genesee & Water st. (Syr.)	42,194	42,500				8,766	419	100		1st Mortgage	183,900	7	J. & J.	1869	
30 Sep. '67	3.86				Greenpoint & Williamsb'rg	144,400	44,300	100,000		3,300			100		Hoboken and Weehawken:					
30 Sep. '67	3.56				Harlem Br. Morris & Ford'm	227,400	95,900	124,000		7,600	63,603	4,578	100		Lynn and Boston:					
30 Sep. '67	7.00				K ngston and Rondout	78,510	75,000				27,600	1,520	100		1st Mortgage [road] :					
30 Sep. '67	12.20				Metropolitan (Brooklyn)	361,500	191,500	184,000		4,000	24,961	4,000	100		Malden and Melrose:					
30 Sep. '67	6.76				Ninth Avenue	466,225	797,320	167,000			92,671	16,881	100		1st Mortgage [road] :					
30 Sep. '67	10.00				Niagara street (Buffalo)	118,083	80,000	40,000		1,247	66,570	3,345	100		1st Mortgage and antied.					
30 Sep. '67	10.00				Rochester City & Brighton	286,061	133,400	100,000		13,000	43,259	1,501	100		Medford and Charlestown:					
30 Sep. '67	16.00				Second Avenue (N. Y.)	1,416,512	800,000	700,000		137,639	458,946	9,470	100		1st Mort. (Winter St. Br.)					
30 Sep. '67	8.37				Sixth Avenue (N. Y.)	1,571,214	750,000	186,000			563,168	73,564	10	100	Middlesex					
30 Sep. '67	5.53				Skaneateles	88,878	67,700	20,000					100		1st Mortgage					
30 Sep. '67	2.07				Syracuse and Geddes	25,038	25,000	25,000			13,075	5,046	20	100	Malden & Melrose bonds.					
30 Sep. '67	4.37				Syracuse and Onondaga	31,000	81,000				6,595	1,170	5	100	Real Estate					
30 Sep. '67	18.00				Third Avenue (N. Y.)	2,458,404	1,700,000	1,380,000		50,000	1,819,435	222,222	12	100	Ninth Avenue:					
30 Sep. '67	3.33				Troy and Albia	71,952	44,150	19,000		11,238	1,446	2,140	100		1st Mortgage					
30 Sep. '67	15.50				Utica and Waterville	301,288	121,172	196,500		1,200	75,171	14,707	100		North Philadelphia:					
30 Sep. '67	2.25				V. Brunt st & Erie Bas. (B'k'n)	87,000	75,000	12,000		1,634	17,395	2,287	100		1st Mortgage					
30 Sep. '67	15.52				Westervilott (Albany)	294,388	240,000	134,000		2,700	104,233	14,721	9	100	Orange and Newark:					
NEW JERSEY.																				
31 Dec. '62	5.32				Hoboken and Hudson City.	32,000	30,000			2,000					1st Mortgage Broad street.					
31 Dec. '62	5.00				Hoboken and Weehawken.	134,400	70,000	60,000			17,228	9,986	3		" " O. & Newark					
31 Dec. '62	10.47				Jersey City & Bergen Point										Philadelphia City:					
31 Dec. '62	10.70				Orange and Newark	618,296	287,550	300,000		30,750	124,679	30,566	50		1st Mortgage					
31 Dec. '62	5.80				West Hoboken & Hoboken.	100,000	40,000	60,000							Philadelphia and Darby:					
PENNSYLVANIA.																				
31 Oct. '67	9.23				Citizens' (Pittsburg)	230,480	166,000	56,300		7,700	144,068	52,180	24	50	Phila. and Gray's Ferry:					
31 Oct. '67	1.63				Easton & South Easton.	22,422	24,500	500			4,971	428	2	25	1st Mortgage					
31 Oct. '67	10.50				Frankford and Philadelphia	188,297	99,635	50,000		11,664	15,786	loss.	50		Pittsb. Allegh'y & Manch.:					
31 Oct. '67	16.37				Frankford & Southw'k (Ph.)	766,491	491,650	200,000			295,142	66,995	6	50	1st Mortgage					
31 Oct. '67	34.25				Germantown	542,270	112,245	350,000		20,000	284,574	63,562	26	50	Pittsburg & Birmingham:					
31 Oct. '67	5.40				Girard College (Phila.)	170,864	170,000				112,204	15,978	124	50	1st Mortgage					
31 Oct. '67	4.84				Green & Coates st. Phila.)	234,463	150,000	100,000			170,439	9,604	10	50	Pittsburg & East Liberty:					
31 Oct. '67	2.00				Harrisburg City	57,948	41,696	9,750		2,248	9,777	loss.	25		1st Mortgage					
31 Oct. '67	5.20				Lombard & South st. (Phila.)	162,957	90,000	60,200		7,900	66,629	13,046	25	114	Quincy.					
31 Oct. '67	7.25				Oakland (Pittsburg & E. L.)		59,500	57,718		880	49,980	loss.	60		Plain bonds.					
31 Oct. '67	3.00				Peoples, Luzerne County.	34,800	34,800				4,600	2,382	100		Richmond and Schuylkill:					
31 Oct. '67	7.68				Philadelphia City (C. & W.)	436,911	225,000	150,000		61,911	226,044	63,011	10	63	1st Mortgage					
31 Oct. '67	6.61				Philadelphia and Darby	250,419	160,000	89,000			38,871	9,452	124	20	12	Rochester City & Brighton				
31 Oct. '67	8.50				Philadelphia & Gray's Ferry	286,543	285,307				9,885	23,343	3	50	1st Mortgage					
31 Oct. '67	8.75				Pittsb. Allegh'y & Manch'r	146,955	110,000	35,600		24,916	138,501	22,495	10	60	Second Avenue:					
31 Oct. '67	3.90				Pittsburg and Birmingham.	82,806	76,000	10,000		10,000	74,852	21,550	11	60	1st Mortgage					

PREFERRED AND GUARANTIED R. R. STOCKS

RAILROADS.	Amount of shares out-standing.	Div'ds Rate.	Pay'd.	Market Price.
Atlantic & Gt. West'n. O. D. (pref.)	1,919,000	7	7	---
Atlantic & St. Lawrence (guarant'd.)	2,494,900	6	6	---
Baltimore and Ohio, (pref.)	3,000,000	7	7	---
Berkshire (guarant'd.)	600,000	7	7	---
Boston, Concord & Montreal (pref.)	1,340,400	6	8	70
Buffalo, N. Y. & Erie, (guarant'd.)	875,000	7	7	---
Camden & Atlantic (preferred)	620,800	7	7	---
Catawissa (preferred)	1,150,000	7	7	---
Chenango (guarant'd.)	380,000	7	7	---
Chesapeake & Susquehanna (guarant.)	343,500	7	7	---
Chesapeake (preferred)	2,017,825	7	7	---
Chicago & Alton (preferred)	2,425,400	7	7	---
Chicago & Northwestern (pref.)	14,789,125	7	7	---
Coehecho (preferred)	177,750	7	7	---
Ct. & Passumpsic Rivers, (pref.)	1,783,800	10	10	91
Cumberland Valley (1st preferred)	241,900	8	8	---
" (2d preferred)	243,000	8	8	---
Detroit & Milwaukee (preferred)	1,500,000	7	7	---
Dubuque & Sioux City (preferred)	1,998,171	7	8	92
Elmira, Jeff. & Canandaigua (guar.)	500,000	7	7	---
Elmira & William-port (preferred)	500,000	7	7	---
Erie (preferred)	8,536,910	7	7	---
Hannibal & St. Joseph (preferred)	5,253,856	7	7	---
Harrisburg & Lancaster (guar.)	1,182,100	7	7	---
Housatonic (preferred)	1,190,000	8	8	72
Indianapolis & Madison (pref.)	407,900	8	8	---
Kennebec & Portland (preferred)	372,000	6	6	---
Lackawanna & Bloomsburg (pref.)	500,000	7	7	---
Marquette & Cincinnati (1st pref.)	6,566,135	7	8	28
" (2d pref.)	4,051,744	7	8	10
Michigan S. & N. Indiana (guar.)	586,900	10	10	---
Mil. & Prairie du Chien (1st pref.)	3,204,286	8	107	---
" (2d pref.)	841,400	7	7	99
Milwaukee & St. Paul (preferred)	7,370,900	7	7	95
New Haven & Northampton (guar.)	1,010,000	7	4	---
New York & Harlem (preferred)	1,500,000	6	6	124
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	---
Patterson & Hudson (guarant'd.)	630,000	6	6	---
Patterson & Ramapo (guarant'd.)	248,000	6	6	---
Peoria & Bureau Valley (guar.)	1,200,000	6	6	---
Philadelphia & Reading (pref.)	1,551,500	7	7	---
Philadelphia & Trenton (guar.)	1,000,000	6	6	---
Pittsburgh & North Adams (guar.)	450,000	6	6	94
Port, Sag. & Portsmouth (guar.)	1,500,000	6	6	---
Rutland & Burlington (preferred)	382,700	6	6	---
" (preferred)	608,176	6	6	---
St. L. Alton & Terre Haute (pref.)	1,700,000	7	7	65
Toledo, Wabash & Western (pref.)	1,000,000	7	7	75
Toledo, Peoria & Warsaw (1st pref.)	1,651,316	7	7	---
" (2d pref.)	908,400	7	7	---
Troy & Greenbush (guarant'd.)	274,400	6	6	---
Vermont & Canada, (guarant'd.)	1,600,000	6	6	102
Warren (guarant'd.)	1,405,300	7	7	---
White Mountains (guarant'd.)	200,000	5	5	---
Wrightsv., Y. & Gettysburg	317,050	2	2	---

CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount out-standing.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	\$2,657,343	6 J. & J.	1886	96	---
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6 Qtrly.	1870	---	---
" "sterling	4,375,000	5	1890	---	---
Preferred bonds	1,700,000	6	18--	30	---
Delaware Division:					
1st Mortgage	800,000	6 J. & J.	1878	82	---
Delaware & Hudson:					
Mortgage	641,000	6 M. & S.	1870	110	---
Delaware & Raritan:					
See Camden & Amb. R.R.					
Erie and Penn.:					
Bonds	673,799	7 J. & J.	1865	---	---
Interest Certificates	161,980	6	1868	---	---
Lehigh Navigation:					
1st Mortgage	414,158	6 Qtrly.	1870	---	---
6 1/2 per cent. Loan	5,434,351	6	1884	84	---
Monongahela Navigation:					
1st Mortgage	125,000	6 J. & J.	1863	---	---
2d Mortgage	57,000	6	1865	---	---
Morris:					
1st Mortgage	485,500	6 A. & O.	1876	97	---
2d Mortgage	316,750	6	---	83	---
Boat Loan	287,910	6	---	---	---
North Branch:					
1st Mortgage	800,000	6 M. & N.	1876	65	---
Schuylkill Navigation:					
1st Mortgage	1,764,550	6 M. & S.	1872	86	---
2d Mortgage	3,980,670	6 J. & J.	1882	69	---
Improvement	1,601,670	6 M. & N.	1876	80	---
Susquehanna & Tide Water:					
Maryland Sterling Loan	816,000	6 J. & J.	1865	---	---
Md. stg. loan converted	200,376	6	1865	---	---
Mortgage bonds	998,000	6	1878	59	---
Preferred Interest b'ds.	227,569	6	1873	---	---
Union, (Pa.)					
1st Mortgage	3,000,000	6 M. & N.	1883	12	---
West Branch & Susquehanna	450,000	6 J. & J.	1878	60	---
Wyoming Valley:					
1st Mortgage	600,000	6 J. & J.	1872	72	---

CANAL AND NAVIGATION STOCKS

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,343,563	---	38 1/2
Chesapeake and Ohio	100	8,224,595	---	49 1/2
Delaware Division	100	1,633,350	---	136
Delaware and Hudson	100	10,000,000	10	---
Delaware and Raritan	100	2,298,400	10	---
Erie of Pennsylvania	50	64,000	---	---
Illinois and Michigan	50	6,968,143	10	21 1/2
Lehigh Navigation	50	726,800	3	---
Monongahela Navigation	100	1,025,000	10	35
Morris, (consolidated)	100	1,175,000	10	70
" (preferred)	100	---	---	---
North Branch	100	---	---	---
Sault Ste Marie	100	---	---	---
Schuylkill Navigation (consolid.)	50	1,908,207	---	19 1/2
" (preferred)	50	2,888,963	---	---
Susquehanna and Tide Water	50	2,048,260	---	14 1/2
Union	50	2,787,000	---	1
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	10	32

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.	
IRON—Duty: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 to 1 1/4 cents per lb.; Pig, 3/4 per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1	per ton. 41 @ 50
Pig, American, No. 1	41 @ 43
Pig, American, No. 2	36 @ 38
Bar, Refined, English and American	87 50 @ 90
Bar, Swedes, assorted sizes	(gold) 87 50 @ 90
STORE PRICES.	
Bar, Swedes, ordinary sizes	@ 155
Bar, English and American, Refined	@ 100
Bar, English and American, Common	@ 90
Scroll	130 @ 175
Ovals and Half-round	125 @ 155
Band	130 @
Horse Shoe	130 @
Rods, 1/2 to 3-16 inch	105 @ 165
Hoop	125 @ 190
Nail Rod	per lb. 9 1/2 @ 10 1/2
Sheet, Russia, Med. No's	13 @ 14
Sheet, Single, D. and T. Common	5 @ 6 1/2
Rails, English	per ton. 61 @ 52
Rails, American (at works)	80 @ 81
STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2 1/2 cents; over 7 cents and not above 11 3/4 cents per lb.; over 11 cents, 2 1/2 cents per lb. and 10 per cent. ad val. (Store prices)	
English Cast, (2d and 1st qty.)	per lb. 1 1/2 @ 23
English Spring, (2d and 1st qty.)	10 @ 12 1/2
English Blister, (2d and 1st qty.)	11 1/2 @ 20
English Machinery	13 1/2 @ 16
English German, (2d and 1st qty.)	14 @ 16
American Blister, "Black Diamond"	104 @ 16
American, Cast, Tool, do.	19 @ 18
American, Spring, do.	10 @ 13
American Machinery, do.	10 @ 13
American German do.	10 @ 13
COPPER—Duty: Pig, Bar and Ingot 2 1/2; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val., Sheathing Copper and Yellow Metal, in Sheets, 2 1/2 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.	
Sheathing, New	per lb. @ 33
Boils	33 @ 42
Brass	33 @ 42
Sheathing, &c. Old	20 @ 21
Sheathing, Yellow Metal	26 @ 26
Boils, Yellow Metal	26 @ 26
American Ingot	23 1/2 @ 23 1/2
LEAD—Duty: Pig, 2 1/2 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.	
Galena	per 100 lb. @
Spanish	(gold) 6 35 @ 6 40
German Refined	(gold) 6 35 @ 6 50
English	(gold) 6 35 @ 6 87 1/2
Bar	(net) 9 75 @
Pipe and Sheet	(net) @ 10
TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.	
Banco	(gold) per lb. 26 1/2 @ 27
Straits	(gold) 24 @ 24 1/2
English	(gold) @ 24
Plates, I.C. Charcoal, p. box. 8 25 @ 8 50	12 50 @ 12 75
Plates, I.C. Coke	7 @ 7 62 1/2
Plates, Coke Terne	@ 6 25
Plates, Charcoal Terne	7 75 @ 8 12 1/2
PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.	
Crude, 40 @ 47 gravity (in bulk), per gall.	@ 14 1/2
Crude, 40 @ 47 gravity (in shipping order)	@ 14 1/2
Refined, free, S. W.	@
Refined, in bond, prime L. S. to W. (110 @ 115 test)	@ 29
Refined, in bond, Standard White	@ 30
Refined, in bond, prime White	@ 30
Naphtha, Refined, (60 @ 63 gravity)	14 1/2 @ 15
Residuum	per bbl. @ 3 80

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 16.
Th. 10. F. 11. Sat. 12. M. 14. Tu. 15. W. 16.

Atlantic M. S. S. Co.	22 1/2	22 1/2		
Boston, Hartford & Erie	134	134	134	134
California 7s	46	46	46	46
Canton Co.	123	123 1/4	124	123 1/2
Central of N. Jersey	156	156	157	157
Chicago & Alton	167	168 1/2	169	169
" " pref.				
" " 1 M.				
" " S. F.				
" " Inc.b'ds				
Chicago, Burl. & Q.				
" " 8 p.c.				
Chi. & Gt. Eastern 1st m	79 1/2			
Chic. & Northwest'n	86 1/2	86 1/2	87 1/2	88 1/2
" " pref.	87 1/2	86 1/2	87 1/2	89
" " 1st M.				
" " 2d M.				
" " S. F.				
" " Consol.	92 1/2	92 1/2	92 1/2	93 1/2
Chicago & Rock Isl.	102 1/2	102 1/2	101 1/2	102 1/2
" " 1st M. 70	101			
Chi. R. I. & Pa. 7s 1896	94 1/2			
C. C. & Ind.	79 1/2	80	80	94 1/2
Clev. and Pittsburgh	80	80	80	88 1/2
" " 2 M.				
" " 3 M.				
" " 4 M.				
" " con.				
Clev. and Toledo	100 1/2	101 1/2	102	102 1/2
" " S. F. 7 p.c.				
Clev., Painesv. & Ash				
Cumberland Coal pref.				
Del. & Hudson Canal	129 1/2	130	130	130
Del., Lack. & West.				
" " 1 M. S.p.c.'71-6				
" " 2 M. S.p.c.'81				
Erie	47	47 1/2	46	46 1/2
" " pref.				
" " 1 M. 7 p.c.'67				
" " 2 M. 7 p.c.'79				
" " 3 M. 7 p.c.'83		85	95	95 1/2
" " 4 M. 7 p.c.'80				
" " 5 M. 7 p.c.'88				
Great Western 2d mort.		78 1/2	78 1/2	79
Hudson River	140 1/2	140	139	140
" " 1 M. 7 p.c.'69				
" " 2 M. S. F. 3				
" " 3 M. 7 p.c.'75				100 1/2
Illinois Central			144 1/2	144 1/2
" " bonds				144 1/2
Marietta & Cin. 1st pref.			124 1/2	
" " 2d "				
Michigan Central		119		119
" " S. F. 8 p.c.'82		117		
" " conv. S.p.c.'69				
M. S. and N. I.	84	84	83	83 1/2
" " 1 M. S. F.				101
" " 2 M.			95	94
Mill. and P. du Chien				
" " 1st pref.				
" " 2d pref.				
" " 1st M.				
Milw. and St. Paul	88 1/2	91	92	96
" " pref.	90 1/2	91 1/2	93	94 1/2
" " 1st mort.	92 1/2			96
" " 2d mort.	89	90		
" " 3d	102	102		
" " 1 3-10				
Missouri 6s	98 1/2	92 1/2	96 1/2	97
" " 1st to H. & St. J. R.		92 1/2	93	92
" " Pacific				
Morris and Essex			64	65
" " 1st mort.				
" " 2d mort.	88			
N. Jersey R.R. & T. Co.		118 1/2		
New York Central	124 1/2	124 1/2	123 1/2	126
" " 7s S. F. 76				126 1/2
" " 7s conv. 76				
" " 6s S. F. 83				
" " 6s S. F. 87				
N. York & Harlem				
" " pref.				
" " 1 M. 7 p.c.'78				
N. Y. and N. Haven				
N. Carolina 6s ex-coup.	74	74 1/2	78 1/2	72 1/2
" " new	73 1/2	73	72 1/2	72 1/2
Ohio & Miss.	28 1/2	28 1/2	28 1/2	29 1/2
" " pref.				78
" " 1st m.				
Pacific Mail S.S. Co.	102 1/2	102 1/2	103 1/2	105
Panama				105 1/2
Phila. and Reading	90 1/2	89 1/2	90 1/2	90 1/2
Pitts. Ft. W. & Chicago	107 1/2	107 1/2	107 1/2	108 1/2
" " 1 M.				106 1/2
" " 2 M. 93 1/2		98	98 1/2	98 1/2
" " 3 M.				93
Quicksilver Mining Co.			2 1/2	21
St. L., Alton & T. H.			43	43 1/2
" " pref.	61		65 1/2	46 1/2
" " 1 M.				
" " 2 M. pref.				
" " Inc.b'ds				
Tennessee 6s ex-coup.	70	71	70 1/2	69 1/2
" " new	69 1/2	70	69 1/2	68 1/2
Tol. Wab. & Western	57	57 1/2	59	61
" " Prof.		73 1/2	75	77 1/2
" " 1 M. ex.				82
" " 2 M.	83 1/2	83 1/2		81
" " Int.b'ds				84
Virginia 6s ex-coupon	54 1/2	54 1/2		54 1/2
" " new	54 1/2		54	54 1/2

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 16.
Th. 10. F. 11. Sat. 12. M. 14. Tu. 15. W. 16

FEDERAL STOCKS:					
U. S. 5s, 1871, reg.	105	105	105	104	104
U. S. 5s, 1871, coup.	105	105	105	104	104
U. S. 5s, 1874, reg.	105	105	105	104	104
U. S. 5s, 1874, coup.	105	105	105	104	104
U. S. 5s, 10-40s, coup. 104	105	105	105	104	104
U. S. 5s, 10-40s, reg. 104	105	105	105	104	104
U. S. 5s, 1881, reg.	113	113	113	114	114
U. S. 5s, 1881, coup.	113	113	113	114	114
U. S. 5s, '81, O.W.L.y.	113	113	113	114	114
U. S. 5s, 1881, " 4y.	113	113	113	114	114
U. S. 5s, 5-20s, reg. '02	108	108	108	108	108
U. S. 5s, 5-20s, c. '82	113	113	113	113	113
U. S. 5s, 5-20s, reg. '64	108	108	108	108	108
U. S. 5s, 5-20s, c. '64	108	108	108	108	108
U. S. 5s, 5-20s, reg. '65	108	108	108	108	108
U. S. 5s, 5-20s, c. '65	111	111	111	111	111
U. S. 5s, 5-20s, r. n. '65	108	108	108	108	108
U. S. 5s, 5-20s, c. n. '55	108	108	108	108	108
U. S. 5s, 5-20s, reg. '67	108	108	108	108	108
U. S. 5s, 5-20s, c. '67	108	108	108	108	108
U. S. 5s, 5-20s, reg. '68	108	108	108	108	108
U. S. 5s, 5-20s, c. '68	108	108	108	108	108
U. S. 5s, Pac. R.R. issue	108	108	108	108	108

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 15.
W. 9 Th 10 F. 11. Sat. 12. M. 14. Tu. 15

Ontawissa					
" preferred	32	32	32	33	33
Camden & Amboy	129	129	128	128	128
" " 6s '70	129	129	128	128	128
" " 6s '75	129	129	128	128	128
" " 6s '83	129	129	128	128	128
" " 6s '89	129	129	128	128	128
" mort. 6s '89	96	96	96	96	96
Elmira & W'mport					
" pref.	10	10	10	10	10
" " 7s	10	10	10	10	10
Lehigh Navigation					
" 6s '84	20	20	21	21	21
" " Gold L. 88	83	83	83	89	89
" " R. R. L. 84	83	83	83	84	84
Lehigh Valley R. R.					
" 6s	55	55	55	55	55
Little Schuylkill R. R.					
" 6s	44	44	44	44	44
Minehill					
" pref.	56	56	56	56	56
" " 7s	56	56	56	56	56
North Pennsylvania					
" 6s	35	35	35	35	35
" " 7s	90	90	90	90	90
" " 10s	90	90	90	90	90
Northern Central					
" 6s	48	48	48	48	48
Pennsylvania R. R.					
" 1st m.	56	56	56	56	56
" 2d m.	93	93	93	93	93
Penn. State, 6s 1st series					
" 104	104	104	104	104	104
" 6s, 2d series					
" 107	107	107	107	107	107
" 6s, 3d series					
" 108	108	108	108	108	108
" 6s, W. L.					
" 102	102	102	102	102	102
Philadelphia City, 6s					
" 100	100	100	100	100	100
" new					
" 103	103	103	103	103	103
Philad. Germ. & Nor.					
" 70	70	70	70	70	70
Phila. & Reading					
" 45	45	45	45	45	45
" 6s '70					
" 105	105	105	105	105	105
Philadelphia & Erie					
" 25	25	25	25	25	25
" 6s '92					
" 25	25	25	25	25	25
Schuylkill Navigation					
" pref.	19	19	19	19	19
" " 6s '82	69	69	69	69	69
" " 6s '76	69	69	69	69	69
" " 6s '72	69	69	69	69	69
Susq. Canal					
" 6s '78	15	15	15	15	15
Union Canal, pref.					
" 6s '83	91	91	91	91	91
Wyoming Valley Canal					
" bonds	91	91	91	91	91
Hestonville, (Horse)					
" 48	48	48	48	48	48
Green & Coates					
" 51	51	51	51	51	51
2d and 3d streets					
" 51	51	51	51	51	51
Savice & Pine					
" 15	15	15	15	15	15
13th and 15th sts.					
" 15	15	15	15	15	15

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 15.
W. 9 Th 10 F. 11. Sat. 12. M. 14. Tu. 15

Baltimore City 6s, 1875					
" 98	98	98	98	98	98
" " 1886	98	98	98	98	98
" " 1890	97	97	97	97	97
" " 1893	96	96	96	96	96
Balt. and Ohio					
" b'ds '75	98	98	98	98	98
" " '80	97	97	97	97	97
" " '85	99	99	99	99	99
Marlette & Cin. 1st m.					
" 91	91	91	91	91	91
" 2d m.					
" 76	76	76	76	76	76
Northern Central					
" b'ds, 1886	85	85	85	85	85
" " 1900	85	85	85	85	85
N. W. Va. 1st mort.					
" 2d mort.	48	48	48	48	48
" 3d mort.	48	48	48	48	48
City Passenger R. R.					
" 48	48	48	48	48	48

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 16.
Th. 10. F. 11. Sat. 12. M. 14. Tu. 15. W. 16

Boston and Albany				
148	148	148	148	148
Boston and Lowell				
138	138	138	138	138
Boston and Providence				
138	138	138	138	138
Boston Hartford & Erie				
22	22	22	22	22
Cheshire, pref.				
68	68	68	68	68
Concord				
120	120	120	120	120
Connecticut River				
120	120	120	120	120
Eastern				
120	120	120	120	120
Fitchburg				
120	120	120	120	120
Manchester & Law're				
119	119	119	119	119
Michigan Central				
119	119	119	119	119
Northern, N. H.				
108	108	108	108	108
Ogdens. & Lake Cham 70				
108	108	108	108	108
" pref.				
105	105	105	105	105
Old Colony & Newport				
98	98	98	98	98
Ph., Wil. & Baltimore				
102	102	102	102	102
Port'd, Saco & Ports.				
102	102	102	102	102
Vermont & Canada				
102	102	102	102	102
Vermont & Mass.				
60	60	60	60	60
Broadway (Horse)				
99	99	99	99	99
Cambridge				
99	99	99	99	99
Metropolitan				
62	62	62	62	62
Middlesex				
62	62	62	62	62
Central Mining Co.				
17	17	17	17	17
Copper Falls				
18	18	18	18	18
Franklin				
18	18	18	18	18
Huron				
18	18	18	18	18
Isle Royale				
18	18	18	18	18
National				
18	18	18	18	18
Minnesota				
2	2	2	2	2
Pewabic				
7	7	7	7	7
Pittsburg				
21	21	21	21	21
Quincy				
21	21	21	21	21
Rockland				
21	21	21	21	21

London Stock Exchange.

The following were the closing prices for American Securities Aug. 28 and Sept. 4:

		Closing Prices	
		Aug. 28.	Sept. 4.
United States, 5-20s, 6 per cent 1882	71	71	71
Do. do. 6 do. 1884	69	69	69
Do. do. 6 do. 1885	70	70	70
Do. do. 6 do. 1886	75	75	75
Do. do. 6 do. 1887	52	52	52
Do. do. 6 do. 1888	52	52	52
Do. do. 6 do. 1889	52	52	52
Do. do. 6 do. 1890	52	52	52
Do. do. 6 do. 1891	52	52	52
Do. do. 6 do. 1892	52	52	52
Do. do. 6 do. 1893	52	52	52
Do. do. 6 do. 1894	52	52	52
Do. do. 6 do. 1895	52	52	52
Do. do. 6 do. 1896	52	52	52
Do. do. 6 do. 1897	52	52	52
Do. do. 6 do. 1898	52	52	52
Do. do. 6 do. 1899	52	52	52
Do. do. 6 do. 1900	52	52	52
Do. do. 6 do. 1901	52	52	52
Do. do. 6 do. 1902	52	52	52
Do. do. 6 do. 1903	52	52	52
Do. do. 6 do. 1904	52	52	52
Do. do. 6 do. 1905	52	52	52
Do. do. 6 do. 1906	52	52	52
Do. do. 6 do. 1907	52	52	52
Do. do. 6 do. 1908	52	52	52
Do. do. 6 do. 1909	52	52	

National Bank notes to the amount of \$98,850 were issued last week by the Treasury Department, making the total issue to 1,673 banks thus far, amount to \$309,698,876, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$9,823,918, leaving, with the existing 1,639 banks, (having an aggregate capital of \$419,806,511,) an actual circulation at this date, of \$299,874,958. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$341,889,700; and for the public deposits, \$38,052,350—making a total of \$379,942,050. The Treasury Department last week redeemed and destroyed \$435,900 of worn and mutilated fractional currency, and issued \$697,215 of new. The outstanding amount of fractional currency on the 1st of September was \$31,802,218, against \$31,867,818 on the 1st of August; \$32,531,590 on the 1st of June, \$32,450,490 on the 1st of May, and \$32,588,690 on the 1st of April, 1866.

A liberal customs revenue has been reported by the Treasury officials, for the past week. The excises have yielded only moderately, however. The excises, last week, yielded some four millions; customs at the port of New York, \$3,112,961, and at the outports about \$1,050,000 (in coin) more, making the grand total income for the week equal to about \$10,036,300 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1866, were about \$193,000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1866, have been about \$41,000,000.

The extremes of gold, since our last, have been 143½@145, and the latest figures on Wednesday were 144½@144¾. The speculation was rather spiritless up to the closing day, on which the dealings were quite animated, stimulated in part, by rumors of a warlike tenor from Europe, which led to a considerable increase of the demand from all sources largely from the *short* interest, thus strengthening the price in the open market. The export call, last week, was confined to \$329,525; and thus far, this week, it has taken off only about \$220,000; while the receipts of treasure from California have been over a million dollars. The amount of gold in the Treasury on the 1st of September, was \$92,570,901, of which the Government owned \$67,409,281. Since for custom, New York, \$5,576,770. At outports, 2,500,000.

	8,076,770
Total.....	\$75,486,051
Gold interest paid, N. York.	\$2,647,318
Other offices	1,200,000
	3,847,318

Gold now at disposal of Treasury \$71,638,733

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1866, have been \$5,748,917, against \$2,281,000 same time last year. The customs demand for Gold last week, averaged \$518,827 a day; thus far, this week, it has been equal to \$606,000 a day, or equal to a weekly aggregate of \$3,636,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$32,525 and from California, \$1,026,048.

The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1866, has been \$84,136,580, against \$88,640,655 same time in 1867. The total receipts of California gold at this port, since Jan. 1, 1866, have been \$30,909,228, against \$21,254,504 in 1867, showing an increase thus far in 1868, of \$9,654,724. The exports of specie, from this port, last week, were \$329,525, against \$325,328 same week last year; total, since Jan. 1, 1866, \$65,348,052, against \$41,840,548 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$495,318; since Jan. 1, 1866, \$62,843,345, against \$43,037,765. The specie exports from San Francisco, from Jan. 1, to Aug. 23, 1866, were \$26,327,385, against \$27,500,548 same time last year.

Government received \$5,381,120 from customs at the port of San Francisco, from Jan. 1, to Aug. 22, against \$4,890,948 same time in the preceding year.

Foreign exchange has been quoted a fraction cheaper, on a moderate offering, and a light inquiry from all sources. At the close, the market though dull, was steady. Bankers' prime sixty day bills on London closed on Wednesday at 108½@109½, and on Paris to 5.21¼c.@5.17½; eight bills on London to 109¼@109½, and on Paris to 5.16¼c.@5.15. The offering of produce bills has been more liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$3,163,024, against \$3,378,820, same week last year; total, since Jan. 1, 1866, \$117,695,766, against \$130,146,817 in 1867.

Government securities have been in much more general demand and prices have improved. The home and foreign investment inquiry has been quite active. There has not been a great deal doing on speculative account. The later issues of the Five-twenties have been the favorites with buyers. Old Five-twenties of 1862 have been the next in public favor. The 1881 bonds, and the Ten-forties have been relatively less sought after. A limited demand prevailed for the U. S. six per cent. currency Pacific R. R. aid bonds. Compound Interest Notes have nearly disappeared from the open market. The last of them will mature on the 15th of the coming month of October.

U. S. sixes of 1881 closed here on Wednesday at 114@114¼; U. S. Five-twenties of 1862, 113½@113¾; U. S. Five-twenties of 1864 at 109¾@109¾; U. S. Five-twenties of 1865 at 110¾@111½; U. S. Five-twenties of 1865, consolidated, 109@109½; U. S. Five-twenties of 1867, 109@109½; U. S. Five-twenties of 1868, 109@109¼; U. S. Ten-forties at 104¾@104¾; U. S. Six per cent. currency bonds, 100½@100¾. The brokers are buying the outstanding October 1865 compound interest notes at 118¾. The September 1865 compounds matured on the 15th inst., and are no longer quotable.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 2.	Sept. 9.	Sept. 16.
Consols.....	94	94½	94½
U. S. 5-20's of 1862...	71½	72	72¾
Erie.....	31	30½	30¾
Ill. Central.....	91½	91	91

Railway and miscellaneous share property has been decidedly brisker and firmer. The specula-

tive demand has been animated, and the dealings have been on a more extensive scale, having been well distributed through the active list. Prices closed buoyantly.

General business has been fairly active in the produce line; but at, in most instances, easier prices particularly for cotton, breadstuffs, provisions and petroleum. Middling upland cotton ruled quite heavily up to Wednesday when it closed more buoyantly at 25½@26 cents per lb. The stock of cotton now here is estimated at about 15,000 bales. The receipts at the port this week, have averaged only about 1,000 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,240,300 bales, against 1,892,000 bales same time last year; exports, same time 1,657,000 bales, against 1,556,000 bales same time last year; stock on hand at latest dates, 45,000 bales, against 66,000 bales same date last year. At the Live Stock market, this week, Beeves have been quiet and heavy at from 11@16½c. per lb.; week's receipts, 5,438. Veal calves have been in good request at from 7½@12c. per lb.; receipts, 1,545. Sheep and lambs have been fairly active at 4@7c., and 7½@9c., respectively, per lb.; receipts, 30,361. Swine have been firm but dull at 9½@11¼c. per lb., all live weight; receipts, 40,181. An improved trade has been reported in foreign goods, particularly in groceries and dry goods, at generally buoyant rates. The total imports of foreign dry goods, last week, were \$1,857,318, and the total amount marketed \$2,304,205. The value of foreign merchandise imported last week, was \$2,364,942—making the grand total specie value of last week's imports of dry goods and merchandise, equal to \$4,222,255, against \$4,583,556 same week last year; from Jan. 1, 1866, \$179,472,244, against \$191,784,058 same time in 1867. The freight market has been rather more active, and rates have been quoted firmer. For Liverpool we quote flour at 1s. 6d. by sail, and 1s. 9d. by steamer, per bbl.; grain at 3½s. 4d. by sail, and 4½s. 5d. by steamer, per bushel; cotton at 1½d. @ 3½d. by sail, and 3½d. by steamer, per lb.; and heavy goods at 12s. 6d. @ 25s. by sail, and 15s. @ 30s. steamer, per ton. Total number of vessels in port on Wednesday, 525.

The New York exports, exclusive of specie, for the week ending Sept. 15, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	\$3,378,820	\$3,163,024
Prev. reported.....	126,767,997	114,532,742

Since January 1..... \$130,146,817 \$117,695,766

The imports for the week ending September 12, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods.....	\$2,096,287	\$1,857,318
Gen. merchandise.....	2,487,319	2,364,942

Total for the week..... \$4,583,556 \$4,222,255
Previously reported.... 176,586,334 172,960,093

Since January 1..... \$181,169,890 \$177,182,348

The balance in the Sub-Treasury on Wednesday was \$90,283,707 04.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Indianapolis and Cincinnati R. R., 51; Hannibal and St. Joseph R. R., 89¾; do.,

pref., 90; Dubuque and Sioux City R. R., 100; do., pref., 92½; Chicago and Gt. Eastern R. R., 39; Norwich and Worcester, 92; Stonington R. R., 80; Toledo and Wabash Equipment bonds, 74; Peninsular R. R. 1st mort., 89¼; Chicago and Northwestern Equipment 10s, 103; Col., Chi. and Ind. Cent. 1st mort., 79¼; Ohio and Miss. con. bonds, 87; Buffalo, New York and Erie 1st mort., 95; Chicago and Milwaukee 1st mort., 90; Toledo, Peoria and Warsaw 1st mort., E. D., 84; Georgia 7s, 91½; N. Y. State 7s, Bounty Loan, reg., 108; do., 6s, 1873, 100; Brooklyn 6s, W. L., 96½; Mariposa pref., 10½; do., 1st mort., new, 17; Boston Water Power Co., 15¾; Adams' Express Co., 48; U. S. Exp., 49; American Exp., 47; Wells-Fargo Exp., 27½; Merchants' Union Exp., 24¼; Western Union Telegraph, 34½; Bank of New York, 140; Bank of Commerce, 122½; Tenth National Bank, 100; Fourth National Bank, 104¼; Central National Bank, 108½; Phoenix Bank, 107½; Chatham Bank, 145; Bank of Commonwealth, 115; Merchants' Bank, 123; Am. Ex. Bank, 120; Park Bank, 150; Hanover Bank, 115; Corn Exchange Bank, 130; Bank of North America, 109; Ocean Bank, 108; American Flag, 0.32; Buchanan Farm Oil, 0.60; Grass Valley, 0.39; La Crosse, 0.28; Montana Gold, 0.60; New York Gold, 0.90; Quartz Hill Gold, 1.10; Rutland Marble, 17.00; Rynd Farm Oil, 0.20; Smith and Parmelee, 4.50; United States petroleum, 2.50.

Philadelphia.—Philadelphia and Sunbury 7s, 95; West Jersey R.R. 6s, 92¼; Phila. and Reading 6s, 1848-'80, 91½; Camden and Atlantic pref., 21; Delaware Division Canal, 49½; Chesapeake and Delaware 6s, 96; Pennsylvania State 6s, 1870, 99½; Pittsburgh 6s, 90; New Jersey 6s, 92½; Fulton Coal, 5½; St. Nicholas Coal, ½; N. Y. and Middle, 3½; McClintock Oil, ¾; Consolidation Bank, 44½; Phila. Bank, 163; Bank of North America, 141; Western Bank, 91½. The latest quotations are: City 6s, 100¼@100¾; do., free of tax, 103¼@103¾; State 5s, reg., 100@101; do., coupon, 98@100; do., 6s, W. L., 102¼@102¾; do., 1st series, 105@105¼; do., 2d series, 106@106½; do., 3d series, 108@108½; Reading, 45¾@45½; do., 6s, 1870, 105@105½; do., bonds, 91½@92; Camden and Amboy, 128½@129; do., mort. 6s, 1889, 96½@97; do., 1883, 88½@89; Penn. R. R., 54½@55; do., 1st mort., 100½@100¾; do., 2d mort., 98½@98¾; Little Schuylkill R. R., 44½@45; Morris Canal, 30@33; do., pref., 70@70; do., bonds, 87@90; Wyoming Valley Canal, 32@35; do., 6s, 80@81; Susquehanna Canal, 14½@15; do., 6s, 57¼@60; Sch. Nav., 10@11; do., pref., 19@20; do., 6s, 1882, 69@70; Delaware Div. Canal, 49@50; do., bonds, 80@—; Elmira and Williamsport, 30@30½; do., pref., 40@45; do., 7s, 1873, 93@95; do., 5s, 61@63; Lehigh Coal and Navigation, 21¾@21½; do., R. R., Loan, 84½@85; do., Gold Loan, 90¼@90½; North Pennsylvania, 35@36; do., 6s, 89½@90½; Philadelphia and Erie, 25½@25¾; do., 6s, 92@92½; Minehill, 56½@56¾; Catawissa, 9@10½; do., pref., 33½@33¾; Lehigh Valley, 55½@55½; do., bonds, 96@100; Fifth and Sixth streets, (horse,) 36@36; Second and Third, 50½@58; West Philadelphia, 64@66; Spruce and Pine, 23½@23½; Green and Coates, 31@—; Chestnut and Walnut, 47½@48½; Thirteenth and Fifteenth, 15@15½; Girard College, 25½@26½; Tenth

Eleventh, 70@73; Union, 41@43; Hestonville, and 9¾@10½.

Boston.—Union Pacific 6s, gold, 99¾; Ogdensburg and Lake Champlain Equipment 8s, 108¼; Central Pacific R.R. 6s, gold, 100¾; do., 7s, 1883, conv., 109¾; Old Colony and Newport 6s, 96; Salem and Lowell R. R. 6s, 1878, 88¾; Vermont 7s, 1st mort. consolidated, 80½; Boston, Hartford and Erie 7s, new, 61¾; Boston, Concord and Montreal 7s, 1870, 102; do., 6s, 1889, S. F., 92¾; Cincinnati and Ind. R. R. 7s, 1882, 84¾; Rutland and Burlington 1st mort., 155½; Burlington and Missouri River R. R. 7s, 92½; Stoughton Branch, 90¾; Concord and Portsmouth R. R., 113; Summit Branch, 24¾; Eastern (N.H.) R. R., 115¼; Boston Water Power Co., 15½; Cary Imp. Co., 10½; Boston and Roxbury Mill, 41¾; Ophir (N. S.) gold, 1.05; Short Mt. Coal, 14¾; Maine 6s, 1889, 100½; New Hampshire 6s, 1870@1884, 100; Massachusetts 6s, 1874, gold, 126½; Portland 6s, 1885, municipal, 97½; do., 6s, 1877, 94¼; do., 6s, Water Works, gold, 100; Cincinnati 7 3 10s, 1888, 103½; Cook Co., Ills., 7s, 97¾; St. Louis 6s, 1873, 88½; do., 1887, 85½; do., gold, Water Loan, 105½; Chicago 7s, River Imp., 99¼; Boston 5s, 1871, gold, 127¾; do., 6s, 1875, currency, 100¼; Salem 6s, 1893, W. L., 100¾; Malden and Melrose Gas, 64; Newburyport Gas, 59¾; Brookline Gas, 103¼; Jersey City Gas, 23¾; Rondout and Kingston Gas, 20; Atlantic National Bank, 129¼; National Bank of Commerce, 128; Blackstone National Bank, 137¾; Hide and Leather National Bank, 95¼; New England National Bank, 135½; North National Bank, 119¾; National Bank of Redemption, 126¾; Revere National Bank, 144¾; Suffolk National Bank, 125½; State National Bank, 108; Tremont National Bank, 126½; Worcester National Bank, 120¾; Webster National Bank, 117½; Allouez Mining Co., 5¾; Bay State, 75c; Pontiac, 37½; Phoenix, 6; South Side, 62½c; Seneca, 5; Winthrop, 55c.

Baltimore.—Virginia 6s, old, reg., 48; Wilmington and Weldon 7s, gold, endorsed by N. C., 90¾; Parkersburg R. R., 26¼; Balt. and Cuba S. & M. Co., 46¼; Atlantic Coal, 1.50; Union Bank, 59¼; Franklin Bank, 14¾; Mechanics' Bank, 11½; National Exchange Bank, 101; Third National Bank, 106½. The latest quotations are: Balt. and Ohio, 122¾@123; do., 6s, 1875, 97@98; do., 1880, 97½@98½; do., 1885, 99@100; Northern Central, 49@49; do., bonds, 1885, 85¼@86; do., 1900, 85@86; Parkersburg Branch, 25¾@26; N. W. Va., 1st mort., 96@—; do., 2d mort., 91@92; do., 3d mort., 1873, 91@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 91½@92; do., 2d mort., 76¾@76¾; Central Ohio, 35@35; do., 1st mort., 85@86; Western Md. 6s, 1890, 80@84; do., guar., 92@94; do., 2d mort., guar., 91½@—; Richmond and Danville bonds, 72¼@73; Baltimore 6s, 1875, 98@98½; do., 1886, 96¾@97; do., 1890, 95½@95¾; do., 1893, 95½@97; do., 5s, 1838-'70, 80@—; City Passenger R.R., 18¼@19; George's Creek, 52@54; Santa Clara, 1.50@3.00; Atlantic Coal, 1.40@1.50.

The first street railroad in Stuttgart, Wurttemberg, was only inaugurated on the 28th of July last.

The Paterson and Newark Railroad has been leased in perpetuity to the Erie Railway Company.

CENTRAL PACIFIC RAILROAD SIX PER CENT. THIRTY-YEAR GOLD BONDS.—A limited quantity of these bonds will be disposed of at 103 and accrued interest from July 1, in currency. The road will be completed within twelve months, and is now earning, above operating expenses, more than double its current interest liabilities. Principal and interest payable in United States gold coin. Government securities received at market rates in exchange.

FISK & HATCH,

Bankers and Dealers in Government Securities, No. 5 Nassau-st., New York.

AS GOOD AS THE BEST.

PRINCIPAL AND INTEREST PAYABLE IN GOLD.

The Rockford, Rock Island and St. Louis Railroad Company offer a limited amount only of their First Mortgage Bonds at 95, and accrued interest in currency.

The bonds pay seven per cent. interest—February 1, and August 1—in gold coin, free of Government tax. The principal also is payable in gold. They have fifty years to run, and are convertible into stock at the option of the holder. A sinking fund is provided sufficient to pay off the whole mortgage at maturity.

Each bond is for \$1,000, or £200 sterling. Interest is payable in New York or London, at the option of the holder.

These bonds are amply secured, being a first and only lien upon the Company's entire line of road—which traverses the finest district of Illinois—upon its franchises, rolling stock, and other property, and upon all its coal lands, of which it now controls over 20,000 acres, estimated to contain 100,000,000 tons of coal. These lands, on the completion of the railroad, would probably sell for a sum sufficient to retire the whole mortgage.

For all the coal the Company can produce there is a ready market; 1,000 miles of railway and the population of 80,000 square miles of territory can be supplied with fuel from its mines more readily and cheaply than from any other quarter.

A large part of the means required in the construction is derived from stock subscriptions. Over \$1,500,000 has been already expended upon the line from this source alone, and subscriptions to the capital stock are now pledged sufficient to pay the whole cost of the road with the exception of superstructure and rolling stock, leaving the proceeds of the bonds to be applied to these purposes and to the purchase of coal lands.

Of the entire line 165 miles are now graded. The work is proceeding rapidly and successfully. It is intended to have the first division of fifty miles, giving an outlet to the coal, in operation by January 1, and the whole line within one year.

The estimated earnings of the road, with its coal business, are threefold what will be required to pay interest on its bonds.

The trustee for the bondholders is the Union Trust Company of New York.

At the present price of gold the bonds pay an income of over ten per cent. in currency.

For sale at the office of this Company, No. 12 Wall street. Governments and other securities received in exchange at market rates.

H. H. BOODY, Treasurer.

Canada Central Railroad.

At a recent meeting of the shareholders of this company at Ottawa, (Ca.) the following officers were elected: John G. Richardson, President; H. Habbott, Vice President; and Messrs. Scott, Powell, Ashworth, Lowe and Rivers, Directors. Subsequently the ceremony of turning the first sod was performed by the president, at the west end of the city. This road, which is destined ultimately to connect Montreal with Georgian Bay, has been definitely located between Ottawa and Carlton Place, and the work of construction will be proceeded with at once. The distance by the Canada Central to Ottawa from Toronto via Brockville is only seven miles further than by the Ottawa and Prescott Railroad, and as this line is of the same gauge as the Grand Trunk, it is intended by the company, the principal stockholders in which are largely interested in the Brockville and Ottawa Railway, to bid largely for western traffic, and to set down passengers from Toronto every day at not later than eight o'clock at night. As an evidence that this railroad is to be proceeded with at once, a large sum has been paid for the site of the railway station within the limits of the city of Ottawa.

Boston and Maine Railroad.

The annual meeting of this company was held at Lawrence, Mass., on the 9th inst. Francis Cogswell, Esq., President in the chair. Mr. James C. Merrill was re-elected clerk for the ensuing year. The annual report of the directors, an abstract of which was published in our last issue, was presented and accepted. The meeting then proceeded to vote for directors, which resulted in the re-election of the following gentlemen: Francis Cogswell, Andover; Peter T. Homer, Boston; Nathaniel G. White, Lawrence; E. J. M. Hale, Haverhill; Geo. C. Lord, Boston; Amos Paul, South Newmarket, N. H.; John E. Bickford, Dover, N. H.

The matters on which the meeting was called to act were then taken up. The first was whether the act authorizing change of location of road in North Andover and Bradford, and authorizing increase of capital should be accepted. It was explained that it was not proposed to vote upon increase of capital at this meeting, but simply to vote whether the authority would be accepted. The act was accepted.

The second question was whether the stockholders of this road would accept the act allowing the Eastern Railroad to extend their Salem and Lawrence branch into Lawrence. The third section provides that their consent must be had before the law can be of effect. It was voted to accept the third section.

The question of accepting the act of the Maine Legislature in allowing the Portland, Saco and Portsmouth Railroad Company to increase its capital was discussed. The act is of no effect unless the consent of the Boston and Maine and Eastern Railroads is obtained. It was finally decided to refer the whole matter back to the directors, with instructions to call a special meeting to act upon the subject when they thought the proper time had come.

The matter of opening communication with deep water had the same reference.

The amendment proposed to the bye-laws were adopted.

The Bessemer Process.

PRODUCTION OF CHEAP STEEL IN AMERICA.—COMPLETION OF THE GREAT WORKS AT TROY.—DESCRIPTION OF THE VARIOUS BESSEMER WORKS IN THIS COUNTRY.—THE NATURE AND VALUE OF THE IMPROVEMENT.

Continued from page 889.

The Pennsylvania Steel Works were the third Bessemer works started in the United States, and are in present extent of plant, as well as in proposed capacity, the largest in America. They were organized under the presidency of S. M. Felton, Esq., late President of the Philadelphia, Wilmington and Baltimore railway, and under the direction and auspices of prominent railway men and engineers, such as Mr. Thomson of the Pennsylvania railway; Nathaniel Thayer, M. W. Baldwin, & Co., Wm. Sellers & Co., Bement & Dougherty, R. P. Parrott, H. R. Worthington, Merrick & Sons, Morris Tasker & Co., etc. They were built upon the plans, and started under the superintendence of Mr. A. L. Holley, now Chief Engineer. H. S. Nourse, late Assistant, is Superintendent, and John B. Pearse is Manager of the Bessemer department and Chemist.

The Bessemer department was started in June, 1867, and has been in constant operation. The ingots produced were mostly rolled into rails, at the Cambria Iron Works, Johnstown, Pa., until the starting of the Pennsylvania Steel Company's Rail Mill in May, 1868. The annual capacity of the present Bessemer Plant (two five-ton converters,) is about ten thousand tons, and of the Rail Mill, thirty thousand tons. Additional converters will be erected from time to time.

The Pennsylvania Steel Works are situated in the heart of the iron and coal regions of the state, at Baldwin, a suburb of Harrisburg, which is a junction of canals and railways running in eight different directions. Upon a rectangular, high, level plat, one hundred acres in extent, lying upon the banks of the Susquehanna, between the Pennsylvania railway and canal, the company's buildings are arranged with reference to systematic growth. Room is left for the indefinite enlargement of each department with reference to ample yard room and economical intercommunication by railway. These railways are of standard gauge, and of such curvature that cars from any of the lines radiating from Harrisburg can enter any building or yard. With such facilities for transportation, the present considerable distances between some of the buildings hardly amount to an inconvenience, and the great inconvenience so generally arising from huddling together the early buildings of growing works will be avoided.

The ground is a deep, solid gravel bank, well adapted to foundations, and its general level is twenty-five feet above low water, and three feet above the highest flood on record.

BUILDINGS.

The Bessemer building is probably the largest of the kind, being one hundred and fourteen feet long by one hundred feet wide, and twenty five feet high in the clear, for one pair of five-ton converters. A lantern twenty-five feet wide and six feet high extends the entire length. The adjoining melting building is eighty-one by fifty-two and a half feet, and thirty-nine feet high, with a hipped roof, and a lantern eighteen by forty-four feet; and the attached engine and boiler building is one hundred and thirty-three by fifty-two feet, and fifteen feet high. They are solidly built of blue limestone from the adjacent quarries. The walls are eighteen inches thick, and twenty-four inches through the pilasters. The windows and doors are arched with brick. The roof trusses are of wood (for greater convenience of giving a top support to the cranes,) and in the Bessemer building a sheet iron sheathing or internal roof is suspended beneath them. The covering of all the roofs is slate.

The rail mill is two hundred and seventy-five feet by ninety-two and a half feet, with two wings, ninety-two and a half by forty-nine and a half feet each, and twenty-eight and a half feet high in the clear. It consists of a hipped wooden

truss roof and a continuous lantern (twenty-six feet wide by four feet high) covered with slate and resting on wooden posts (ten by twelve inches, fourteen by fourteen inches, and four posts twenty-eight by twenty-eight inches,) supported by stone piers. A permanent siding of wood, batten, and having a continuous line of fourteen feet, semi-circular windows all around, extends from the eaves down to within nine and a half feet of the ground; but below this point the siding is formed of balanced doors opening upward, so that the building can be entirely closed in Winter, while it may be turned into a mere shed in Summer, and may be opened at any point for ventilation or for entrance and exit of vehicles.

The machine shop is of wood, batten, and seventy-five by seventy-five feet, and twenty and a half feet high, with a lantern eighteen by seventy-two feet, and six feet high, and slate roof. One end is temporary, for enlargement. The line shafting is driven by a ten by eighteen-inch Hoadley portable engine, and the shop is completely furnished with roll and other lathes, planers, bolt-cutters, drill presses, a fifteen ton Bement crane, a Bement end-lathe, etc.

The smith shop is fifty by fifty feet, and eighteen feet high, with a continuous lantern and slate roof, and is also arranged for enlargement. It has a central crane swinging over six double fires (without chimneys,) and a Davy seven hundred weight steam hammer for forging test ingots and other work. Extensive store sheds for fire materials, etc., are erected at a convenient distance from the converting works. Water is carried to the machine and smith shops under the head of rail mill tank. All the buildings are drained by a three-foot brick sewer running to the river.

The company's boarding house is a brick building seventy by thirty-three feet, and three stories high, with twenty-six sleeping rooms. The workmen's houses are built of wood, on streets one hundred feet wide, with a thirty-foot alley between each pair. Each double tenement, or pair of houses, is twenty-eight by thirty feet, and two stories high, with two attached one-story kitchen buildings, and eight rooms with closet accommodation. The residence for the officers is a neat and commodious wooden villa, situated on an eminence over-looking the works and the river valley for many miles.

Plans are in hand, and proper places are left for the erection of extensive tyre, plate and merchant mills.

The Bessemer Plant is precisely like that at Troy, as to sizes and positions of converters and converter lifts, cars and platform, ingot pit and cranes, except that the central ingot crane is as large as the others, viz., twenty-two feet jib, nine feet lift. Two ovens with top entrances are sunk in the floor under the side ingot cranes. The flues of these ovens pass under brick bins for fire materials, to prevent their freezing in Winter. The regulator, from which the hydraulic machinery and the cranes are worked, is the same as at Troy, although differently situated. The large converting house affords ample room for the storage of moulds, and the dressing of ladles and vessel bottoms, and for bins containing fire materials, charcoal, etc., and for a floor and a hand crane for moulding flasks, etc. Two ovens, eighteen feet long each, with end entrances and railways running out under the side ingot cranes, open into the converting room from the lower story of the cupola building. From a turn-table under the central ingot crane, railways run in five directions out of the building, and under the other two ingot cranes. The railway to the rail mill passes over a ten-ton scale, and a two-ton platform scale is placed under one of the cranes, so that ingots can be weighed, assorted and distributed with the greatest convenience and despatch. Upon the roof-trusses there is a hydraulic cylinder, operated from the regulator, which raises a one-ton drop (twenty-five feet fall) outside the building. The chain that raises the drop also unloads from cars the skulls, etc., to be broken up, and places them in position under the drop. The hydraulic machinery was built by H. R. Worthington, in New York.

At the front of the cupola building (opposite the converting building) there is a double two-ton verticle lift, operated by a line of shafting overhead, with openings to the stock-shed and yard. Coal wagons for a charge each, and iron wagons for a ton of pig each, are run upon the stock-house scale, loaded, run upon the lift, and hoisted to the ample cupola-charging floor, seventeen by twenty-five feet, and twenty-nine and a half feet high, or to the air-furnace floor, eleven and a half feet high. Two gangways, ten and a half feet wide, run through the cupola building from the front to the converting room. Between these gangways are the lift, a mixing floor for vessel linings, the pit into which the cupolas are dumped, and an ample space behind the converters. At the sides of these gangways are racks for tuyeres, weighmaster's office, bins for fire materials (which are ground on the floor above), a cinder mill convenient to the cupola dumping pit, a fifty-horse oscillating engine to drive the line shafting in the top of the building, and the ovens opening to the converting room. The next floor is eleven and a half feet high, formed of iron beams, arched between with brick, and reached by the lifts and by two stairways. Centrally upon this floor stand three No. 6 Mackenzie cupolas in line (with space left for a fourth), and two twelve-ton ladles standing on platform scales, and arranged with worm-wheels to tip out the melted iron from the cupolas into spouts leading to the converters. This floor is connected with the converting-room by wide arches. An ample space is left upon it for getting at the converter bottoms. In one front corner of this floor is a building containing a five-foot Dimpfel fan for blowing the air and spiegel furnaces, and a No. 6 Root pressure-blower for driving the cupolas. In the opposite front corner is a building containing a Blake crusher and a Bogardus mill for preparing fire materials. The two large spaces at the sides of the cupolas are occupied, the one by two reverberatory spiegel furnaces, worked from behind and tapped in front, and the other by a large reverberatory melting furnace similarly worked (with room left for another), capable of melting five-ton charges of iron for conversion. Wide gangways are left between all the furnaces.

The blowing engine room is sixty-six by fifty feet; the engine occupies a space of sixty by twenty-two feet, and consists of a pair of fifty-four-inch air cylinders, water jacketed, a pair of forty-inch steam cylinders, five feet stroke, directly connected and horizontal, and a pair of eighteen by twenty-four-inch vertical air-pumps, worked by bell cranks. The valve motion is the long slide with adjustable slide cut off valve. The foundations are of heavy dressed stone, leaving a counterarched water tight pit under and between the engines. The air receiver is eighteen feet high by eight feet diameter. These engines were built by Merrick & Sons, in Philadelphia, and are a strong and excellent job.

The water supply for the whole works is from an unfailing well, twelve feet in diameter, at one corner of the engine-room. A Worthington duplex pump, capable of throwing twelve hundred gallons per minute, and arranged to connect with a ten-inch suction pipe from the river, when required, delivers the water through a ten-inch main into an iron tank twenty-feet in diameter and ten feet high, standing on an octagonal brick building twenty-one feet by eighteen and a half feet high, near the rail mill. The tank is covered, and is surrounded by a circular brick wall, with an air space between. From the main, water is carried by underground pipes to the pressure pump and to the feed pumps for the converting and rail mill boilers, to the machine and smith shops, and to the office and hotel. The overflow from the air pumps runs to a shallow pond five hundred by two hundred feet, behind the rail mill, and when it is cooled runs back into the well. The rail train pit and boshes are drained to the pond. The pressure pump for driving the cranes is of the same size and make as that at Troy, and discharges into an accumulator which also acts as a regulator upon the steam valve. The feed pump

for the converting boilers is of the Henderson pattern. These pumps are in the blowing engine room. The rail mill feed pump is a Worthington duplex. By means of an underground connection the fire hose (always connected) either in the Bessemer works or rail mill, and the cranes, and the boilers in either building, can be supplied from either one of the three last-named steam pumps.

The converting boilers, seven in number, are fifty-four inches by thirty feet, and two seventeen-inch return flues, and form a battery forty-eight by sixty feet in plan, with an ample space all around it. They are enclosed in brickwork, supported by iron staves. The blow-off pipes in the rear lead to the main sewer. The water-supply arrangement, safety apparatus, etc., are very complete. The flues from the boilers lead to a brick stack one hundred and ten feet high by five feet and a half square within. A nine-inch wrought-iron steam pipe runs underground, in an enclosed air space, from these boilers to the main steam pipe of the rail mill.

RAIL MILL.

The striking feature of this mill is its ample floor, space, and height. It is the only mill in this country built especially for steel, and the arrangement and strength of machinery are designed accordingly. The furnaces, eight in number (with room for more), are arranged in pairs, at one end and in one wing, with boilers over them, and sheet-iron chimneys outside the building. The furnaces do not front each other; and the smallest space in front of a furnace is twenty-one feet; the mill is consequently cool. In the centre of the space between the furnaces and the rolls, there is ample room for piling ingots, and a hydraulic crane for unloading them from the converting-room cars, and loading them on the furnace buggies. The rail train is near the centre of the building, with the engine at one end, directly connected; the saw carriage in the rear of it is arranged to receive rails from either of two sets of finishing rolls. The hot bed, laid on posts and rollers, is forty-eight feet long, with a twenty-four feet table at one end and a straightening plate at the other. Beyond it is a ten-feet gangway, with a railway running from a turntable in the main siding to the other wing of the mill, in which there are two steam hammers. Beyond this gangway there is a cold bed seventy-two feet long, with a straightening press at one end and punching and drilling machines at the other. Outside of this end of the mill are tables for finished rails, ample yard room, and a siding with a twenty-five ton track scale, leading to the main siding.

The furnaces and boiler setting are of the Fritz pattern, built by Matthews & Moore, in Philadelphia. The furnace plates are corrugated, to prevent cracking by expansion. The boilers are thirty feet long by four and a half feet diameter, with two seventeen inch flues, twenty-one by twenty-four inch domes, and eighteen by twenty-one inch feed chambers below. The flame passes through the flues and under the boiler, in the same direction. The boiler-setting is similar to that in the Troy mill. The feed pipes are wrought iron, the main being five inches in diameter. The main steam pipe is fourteen inches diameter, of wrought iron, and the branches are five inches diameter, with S expansion joints. A seven inch wrought iron feed pipe connects the hammer boilers in the wing, with the others. All the steam pipes are thoroughly lagged with paper, hay, rope, and plaster—a thorough non-conductor, and very inexpensive.

The rail-train engine is of the Fritz pattern, vertical and noncondensing, and was built by Pusey, Jones & Co., at Wilmington, Del. The cylinder stands on four piers, bolted to a solid heavy bed plate, twenty-four inches high. It is forty inches diameter by sixty inches stroke, and develops three hundred to five hundred horse power at the different passes. The cross head is above the cylinder, and a forked connecting rod (thus very long) passes down both sides of it to

the crank underneath. The valve motion is the Fritz revolving cam, with two double steam and two double exhaust puppet valves. The cut-off is performed by the regulator in the steam pipe. The shaft journals are seventeen inches in diameter and thirty-six inches long. The fly wheel is thirty feet in diameter and weighs fifty three tons.

The rail-train is the heaviest in this country, and consists of four sets of three-high twenty-three inch rolls—one set for blooming ten inch ingots, one for roughing, one for finishing, and one for either finishing rails of another pattern or for rolling beams or blooms. All parts of the train are stronger by some fifty per cent. than similar trains for iron. Each shoe stands on a foundation of heavy dressed stone, fourteen feet deep and four and a half feet thick at the bottom. This train has already run some three months on steel rails, with remarkable smoothness. It was built by Matthews & Moore, in Philadelphia.

The fan engine (fourteen by fifteen inches), fan and feed pump, stand near the main engine at one side of the main building. The fan was built by Morris, Tasker & Co., and is eight feet in diameter, by three feet nine inches face, and delivers to an underground brick air-duct six feet deep by four feet wide, with sixteen inch branches to each pair of furnaces. The saw apparatus, and the straightening and punching machines are driven by separate engines, and were built by Matthews & Moore. There is no line-shafting in the mill.

In the hammer wing, before referred to, there is a five ton Thwaites & Carbutt vertical steam hammer with a forty ton block, a fifteen ton crane, and a heating furnace and boiler similar to the others described, and adapted to cogging ingots and to miscellaneous forging. There is also a one and a half ton Morrison hammer by Sellers, with a two ton crane and a similar heating furnace and boiler. This makes a very complete forge, capable of working up all ingots of unsuitable size for rails, and of producing every class of forging, up to say ten inches.

The present products of these works are steel rails, hammered and rolled blooms, and forgings.

To be continued.

North Carolina Railroad.

We give elsewhere an abstract of the Report of this company for the fiscal year ending May 31 1868. By way of comparison, most of the state ments are placed side by side with similar ones from the report of the preceding year. It will be seen that while the excess of expenditures in 1866-'67, was \$92,257 33, the excess of receipts in 1867-'68, was \$76,884 66—an improvement of \$169,141 99. The excess of receipts over "new" or current expenses for the past year shows an increase over the preceding year of \$22,949 29. The earnings for the months of June and July, 1868, were \$69,629 52, against \$61,007 61 in 1867—an increase of \$8,621 91. The expenses during the same months were \$57,464 82, and \$62,115 74 respectively—a decrease of \$4,650 92. This shows an improvement in the two months named of \$13,272 83. We are informed that none of the mortgage bonds have been sold at less than par.

The work of staking out the Suncook Valley Railroad, in New Hampshire, is being pushed forward, and Pittsfield, the terminus of the road, will probably be reached by the 20th.

A large number of workmen are employed in grading the track for the Belfast and Moosehead Lake Railroad, and the work is going forward as rapidly as could be desired.

The name of the proposed railroad from Tomah to Black River Falls, and so on, has been changed from "Tomah and St. Croix" to West Wisconsin.

Pittsburg and Connellsville Railroad.

We learn from the Cumberland (Md.) *Civilian* that the preliminary arrangements for the resumption of work on this road are now being made, and that there is a flattering prospect that the construction of the road will be put under contract at an early day, and vigorously prosecuted to a speedy completion. On the 1st instant specifications were placed in the hands of contractors desirous of proposing for work, and facilities are afforded them gratuitously by the company for an examination of the line. The work to be placed under contract, running from a westwardly to an easterly direction, commences about a mile above Connellsville, on the north bank of the Youghiogheny river, at the beginning of the branch railroad to Uniontown, and pursues the same shore of the river, passing the Ohiopile Falls, to Turkeyfoot on section 84, about twenty-seven miles from Connellsville. Here the line crosses Laurel Hill Creek, and ascends its northern slope some four miles to the "Brook Tunnel," on section 88 by which it passes from Laurel Hill Creek over to Casselman's river, and thence follows the north bank of the latter to the "Pinkerton Tunnel," on section 92; thence still pursuing the same bank of the river to Meyers' Mills, section 110; thence leaving Casselman's river, the line ascends Flangherty Creek, through the Alleghany Mountain Gap, to the "Sandpatch Tunnel," section 115; thence descending Will's Creek, sometimes on either bank, to Krigbaum's at the junction with the Mount Savage Railroad, at the end of section 144, 87 miles from Connellsville, and 4 miles from Cumberland. Proposals will be received up to the 20th instant, inclusive, after which due notice of the award of the work will be given to the successful bidders. A circular to contractors, issued by Benjamin H. Latrobe, Esq., Chief Engineer, informs those who may have work allotted to them that they will be expected to begin it within a month after being notified of the allotment, and to complete it at such times in the years 1869 and 1870, as will allow the road to be opened through from Connellsville to Cumberland, not later than the autumn of 1870.

Vermont and Massachusetts Railroad.

A special meeting of the stockholders of this company will be held in Boston on the 19th inst., for the following purposes, viz:

1st. To see if this corporation will accept a lease or transfer for a limited time or perpetually from the Turner's Falls Branch Railroad Company of all their property, right and franchise under acts of the Commonwealth of Massachusetts of 1866, ch. 41, and acts of 1868, ch. 33, and to make arrangements therefor.

2d. To see if they will build a railroad under the authority of said acts, and to determine how they will raise means therefor.

3d. To see if they will subscribe for and hold shares in the capital stock of the Mansfield and Framingham Railroad Company to an amount not exceeding twenty five thousand dollars, under authority of acts of 1868, ch. 189.

A correspondent of the Milwaukee *Wisconsin*, writing from La Crosse, September 2, says the Tomah and St. Croix Railroad, or West Wisconsin Railroad, as it is now called, is still progressing. The iron for the track from Tomah to the Falls has already arrived in New York and been reshipped for Tomah, together with a locomotive and several construction cars.

At the annual meeting of the stockholders of the Boston, Hartford and Erie Railroad Company, in Boston, on the 9th inst., the following gentlemen were elected directors: John S. Eldridge, Mark Healey, Henry N. Farwell, Joseph W. Clark, James S. Whitney, James W. Converse, Henry Thompson, Edward Harris, O. J. Rathburn, Geo. M. Bartholemew, Edmund G. Howe, Thos. Tallman, and Wm. H. Chandler. H. N. Otis, Esq., was elected Secretary for the ensuing year.

The Vermont and Massachusetts Railroad has surveyed a route to Turner's Falls, which will probably be adopted, beginning about 200 feet east of the Connecticut River Bridge, and running north through Montague City. The New London road is surveying a route from the same point, south, through the centre of Montague Town, which probably will also be built, if the Vermont and Massachusetts connection north to the Falls is, thus giving Montague Centre and the New London road a direct connection with the Falls.

The Secretary of the Treasury has issued \$1,280,000 bonds to the Central Pacific railroad of California, for an additional forty miles completed to the 255th mile post east of Sacramento.

The Union Pacific Railroad is reported complete up to the 800th mile post west from Omaha, and about 300 miles this side of Great Salt Lake City.

RAILROAD TIES.

Juniper and Cypress Railroad Ties of any dimensions for sale by

DARRELL & NASH,
6m38 83 Pearl street.

RAILROAD TIES.

100,000 Superior Oak, Chestnut, Pine and Hemlock Ties, 7, 8 and 9 feet long for Steam and Horse Railroads.

D. N. BEARDSLEY,
3m33 251 West street, N. Y.

Campin on the Construction of Iron Roofs.

A Theoretical and Practical Treatise. By Francis Campin, C. E. With Wood Cuts, and plates of Roofs lately executed.

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D. VAN NOSTRAND, Publisher.
192 Broadway.

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FREIGHT CARS.

TWENTY FIRST CLASS FREIGHT CARS will be ready for delivery in thirty days, part of them earlier if wanted. Gauge 4 ft. 8 1/2 in.

WILLIAMS, PAGE & CO.,
4t37 91 Water st., Boston.

Two New First Class Passenger Cars

Monitor or Raised Roof, can be finished with or without Saloons—will be ready for delivery the 1st of December. Gauge 4 ft. 8 1/2 in. Seat 60 Passengers.

WILLIAMS, PAGE & CO.,
4t37 91 Water st., Boston.

G. COPELAND,
BANKER,
72 WALL STREET.

Buy and sell Town, City, State, Railroad and other Securities. 3m36

To Railroad Companies.

We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing orders at manufacturers prices for all descriptions of both AMERICAN and FOREIGN

RAILROAD IRON.

We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for IMMEDIATE or REMOTE delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

BESSEMER STEEL RAILS,

of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved lengths. Contracts for both IRON AND STEEL RAILS will be made payable in United States currency for American, and in either currency or gold (at the option of the buyer) for Foreign; when desired, we will contract to supply roads with their monthly or yearly requirements of STEEL OR IRON RAILS, taking their

OLD RAILS IN TRADE FOR NEW furnished, receiving the difference in cash, and allowing the highest market price for their Old Rails, and, if necessary, receiving the latter after the delivery of the New Rails.

Orders for Foreign Rails, both Steel and Iron, will be taken for transmission by Mail or through the Cable to our

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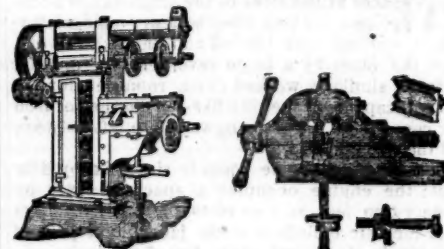
for execution at a fixed price in Sterling, or on commission at the current market price abroad when the order is received in London; shipments to be made at stated periods to ports in America, and at the lowest possible rates of freights. Address

S. W. HOPKINS & CO.,

69 & 71 Broadway, New York.

UNION VISE COMPANY,

61 Water Street, Boston, Mass.



Pipe, Extra Jaw, and Heavy Vises warranted for Blacksmiths and heavy work. New style Wood Vise. Covered Screw Vises—Forty styles and sizes constantly on hand. Standard Milling Machines—simple, easily adjusted, great capacity, power and strength—three sizes: large, 2,300 lbs.; medium, 1,600 lbs.; small, 950 lbs. For sale by the trade.

G. H. NOTT, Pres't.

A. H. BRAINARD, Supt.

Godeffroy Brancker & Co.

42 Exchange Place, New York,

are prepared, as Sole Agents in the United States for the Prussian Mining and Iron Co., of Duisburg, Westphalia, to contract or sell in quantities to suit purchasers (delivered in either New York or Philadelphia) the celebrated

V. H. SPIEGELEISEN

used so extensively for the manufacturing of

Bessemer Steel.

This iron is free from Sulphur and Phosphorous, and contains a heavy percentage of Manganese. The above are also ready to contract for, or sell to arrive,

STEEL RAILS

Manufactured by

G. ARNDT & CO.,

of Dortmund, for which latter firm they also have the Sole Agency in the United States.

For particulars, samples, prices, or chemical analysis will be promptly forwarded on application. 3m33

800 MILES OF THE UNION PACIFIC RAILROAD

Are now finished and in operation. Although this road is built with great rapidity, the work is thoroughly done, and is pronounced by the United States Commissioners to be first class in every respect, before it is accepted, and before any bonds can be issued upon it.

Rapidity and excellence of construction have been secured by a complete division of labor, and by distributing the twenty thousand men employed along the line for long distances at once. It is now probable that the

Whole Line to the PACIFIC will be Completed in 1869.

The Company have ample means of which the Government grants the right of way, and all necessary timber and other materials found along the line of its operations; also 12,800 acres of land to the mile, taken in alternate sections on each side of its road; also United States Thirty-year Bonds, amounting to from \$16,000 to \$48,000 per mile, according to the difficulties to be surmounted on the various sections to be built, for which it takes a second mortgage as security, and it is expected that not only the interest, but the principal amount may be paid in services rendered by the Company in transporting troops, mails, etc.

THE EARNINGS OF THE UNION PACIFIC RAILROAD, from its Way or Local Business only, during the year ending June 30th, 1868, amounted to over

Four Million Dollars,

which, after paying all expenses was much more than sufficient to pay the interest upon its Bonds. These earnings are no indication of the vast through traffic that must follow the opening of the line to the Pacific, but they certainly prove that

First Mortgage Bonds

upon such a property, costing nearly three times their amount,

Are Entirely Secure.

The Union Pacific Bonds run thirty years, are for \$1,000 each, and have coupons attached. They bear annual interest, payable on the first days of January and July at the Company's office in the City of New York, at the rate of six per cent. in gold. The principal is payable in gold at maturity. The price is 102, and at the present rate of gold, they pay a liberal income on their cost.

A very important consideration in determining the value of these bonds is the length of time they have to run.

It is well known that a long bond always commands a much higher price than a short one. It is safe to assume that during the next thirty years, the rate of interest in the United States will decline as it has done in Europe, and we have a right to expect that such six per cent. securities as these will be held at as high a premium as those of this Government, which, in 1867, were bought in at from 20 to 23 per cent. above par. The export demand alone may produce this result, and as the issue of a private corporation, they are beyond the reach of political action.

The Company believe that their bonds, at the present rate, are the cheapest security in the market, and the right to advance the price at any time is reserved. Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,

AND BY

John J. Cisco & Son, Bankers,
No. 59 Wall St.,

And by the Company's advertised Agents throughout the United States.

Remittances should be made in drafts or other funds payable in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.
Sept. 14, 1868.

TO RAILWAY CONTRACTORS.

THE GRADUATION, MASONRY

AND BALLASTING of the following enumerated sections of the

Pittsburgh and Connellsville Railroad,

Are advertised for contract, and proposals for the same will be received at the Company's Office, in Pittsburgh, up to

30th of SEPTEMBER, inclusive.

Commencing at the Uniontown Branch Junction, about a mile east of Connellsville, Sections 59 to 64 inclusive. Then Sections 65, 73, 74, 76, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 106, 110, 112, 115, 116, 117, 118, 119, 122, 123, 129, 130, 133, 140. All of these Sections are in the valley of the Youghiogheny River, up to Section 112 inclusive. Sections 115, 116, 117 are on the Summit, and embrace the Sand Patch Tunnel; and the remainder are in the valley of Wills Creek, Section 140 being about 5 miles from Cumberland.

Specifications of the work on the above Sections will be ready for delivery on the 1st of September, at the offices of the Company, at Pittsburgh and Cumberland, where contractors will obtain all necessary information to enable them to examine the line.

The Company reserves the right to reject all or a part of each bid.

B. H. LATROBE,

Civil Engineer.

August 10th, 1868.

5134

Steel and Iron Rails,

American, English & German,

FROM WORKS, YARD OR

EUROPEAN SHIPPING PORT,

For sale by

HEYERDAHL, SCHONBERG & CO.,

Successors to Heyerdahl, Kettell & Co.,

22 William st., New York.

WANTED.—A MASTER MECHANIC to take charge of a Locomotive and Machine Shop. One well accustomed to managing men required.
4436* Address Box 116, N. Y. P. O.

THE

NOVELTY IRON WORKS,

NEW YORK,

FOOT OF 12TH STREET, EAST RIVER.

Steam Engines, Machinery, Iron Steamers, and Vessels.

IRON AND BRASS FOUNDRIES FOR CASTINGS

OF LARGEST AND SMALLEST SIZES.

Copper and Brass Work of all Kinds.

Stationary, River, Marine, Side-Wheel and Propeller Engines;

Boilers, Boiler Iron Work, Tanks, Bulkheads, &c.; Blowing and Pumping Engines; Sugar Mills, Engines, Clarifiers, Kettles, Vacuum Pans; Steam, Vacuum and Water Gauges, Indicators, Registers, &c.;

Steam Pipe, Whistles, Cocks, Valves, &c. Hydrostatic, Lever, Screw, Cotton, Oil and other Presses; Parkhurst's Saw Mills, Saws, &c.; Leather Belts and Hose.

Extensive stock of Patterns of Spur, Bevel and Mitre Wheels;

Pulleys, Fly Wheels, Racks, Ratchets, &c. Burlett's Movable Cranes, Crane Engines, Hoisting Gear, &c.

Stevenson's Turbine Water Wheels; Luther's Turbine Water Wheels. Gear and Wheel Book furnished on application.

HAMILTON SQUARE RUBBER WORKS.

C. V. MEAD & Co.,

Manufacturers of Superior Quality

OF

**INDIA RUBBER
CAR SPRINGS,**

BRAKE TUBING, ETC.

P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.), and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,

Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton N. J.

C. V. MEAD.

R. L. HUTCHINSON,

B. S. MANNING.

G. W. NORTON.

LUBRICATING OILS.

FIRST PREMIUM. 1867.

Awarded by the American Institute to

CHESEBROUGH & CO., 132 Maiden Lane, New York.

"These oils are fully equal in quality to any known to the judges, being perfectly neutral and free from any objectionable features." Signed,

HORACE GREELEY, President.

Perfectly pure (not mixed), absolutely free from gum; manufactured without acids; will stand any temperature; cheaper than any other good oils in market. 3m25



Prepared expressly for all classes of
MACHINERY.

The cheapest reliable lubricator in the market.

First Premium—Paris Exposition, 1867.

Indorsed by leading Mechanics and Artisans of the
UNITED STATES AND EUROPE.



At Half the Cost of Linseed,

and warranted to give excellent satisfaction.

Circulars and Price Lists for Oils sold under the above Trade marks and Titles furnished on application to the Co.
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VAN ANDEN RAIL CHAIR COMPANY,

359 MAIN STREET,
POUGHKEEPSIE, N. Y.,

By their Improved Machinery are enabled to offer

Swaged Wrought-Iron Rail Chairs
WITH CONTINUOUS BASE AND LIPS

The grain of the iron running across the line of the Rail, which gives them great additional strength over all others, and no liability to split. The Spike Holes being Punched within the Edge of the Lip, admits of one-half the Spike being recessed back in the solid metal, which cannot be done in the Rolled Chair.

All orders will receive prompt attention. Samples sent on application.
PATENTED SEPT. 18th, 1866.

Safety Railroad Switch. HARRISBURG FOUNDRY

MAIN TRACK UNBROKEN.

I AM NOW PREPARED TO FURNISH RAILROADS throughout the United States with my Patent Railroad Switches, by the use of which the **MAIN TRACK IS NEVER BROKEN**, and it is impossible for any accident to occur from the misplacement of switches.

The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level, smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.

AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns *The Life and Limb of all Travelers upon Railroads.*

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